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No. 6

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Official Organ of the
AMERICAN NATIONAL LIVE STOCK
ASSOCIATION

PUBLISHED MONTHLY

ONE DOLLAR A YEAR

Now Is the Time

MANY feeders of live stock in the large sections to the east of Denver, who heretofore have been holding off purchasing their supplies of cattle to feed the coming winter, are now showing themselves on the DENVER MARKET in an interested manner.

On their automobiles parked around the Denver Stock Yards one can find license plates telling the story that they have come from nearly every middle-western state—as far east as Indiana.

When this condition exists at Denver, everyone connected with that market knows it is a good sign—and we are merely passing this bit of news on to you.

If you have not already shipped your cattle to market, right now is a very opportune time to consider DENVER.







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THE NATIONAL LIVE STOCK MONTHLY

Volume XIV

DENVER, COLORADO, NOVEMBER, 1932

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"Big-Nose George"

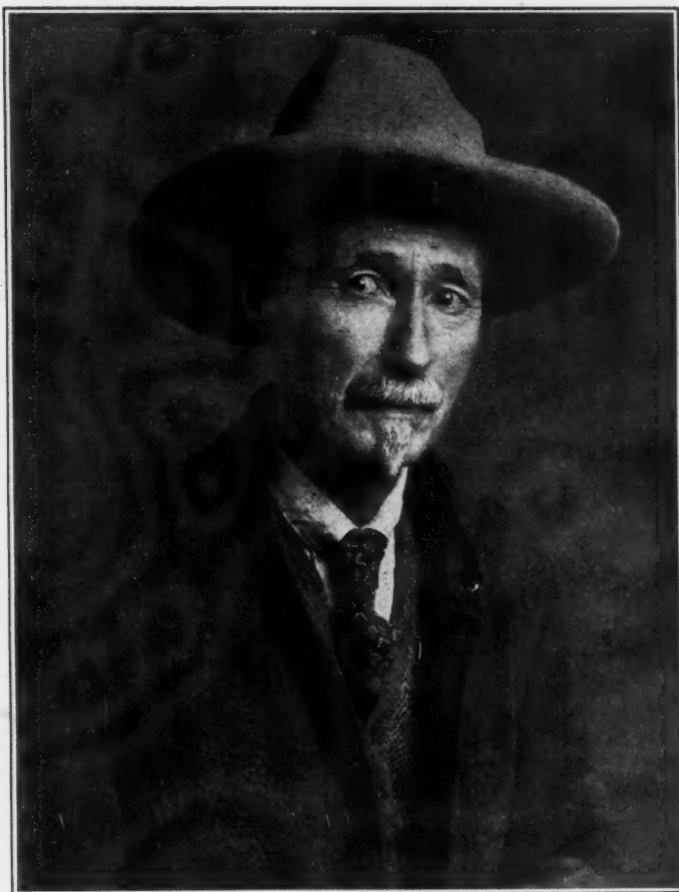
BY EDWARD BURNETT

Buffalo, Wyoming

[EDITOR'S NOTE.—Edward Burnett, the author of this chapter from the early history of the West, was born in England—"so long ago that I forget the year," he writes. Having been transplanted to this country, in 1880 he "put the first coat of gravel on the one street of Fort Worth." This gravel covering was smoothed down by successive drives of Blocker Brothers' "Re-verse Seven" cows—"accent on the first syllable, please!" Thereafter he worked as a herd-rider for the Blockers, being initiated into the mysteries of range life along the long, long Texas trail. From his employers he acquired 112 two-year-old heifers, costing him \$12 a head, delivered at Powder River. Around this nucleus he built a herd which in 1916 numbered 12,000 head—"mostly steers." In 1919 misfortune befell, and he was "closed out." Today finds him with sixty-five cattle left, "counting calves and one purebred, registered, pedigree, muley Hereford bull." "This is the life!" he comments cheerfully.]

[Copyright, 1932, by Edward Burnett]

IN THE OLD DAYS THERE WAS A TRADER in Miles City, Montana, by the name of Cohn. We used to call him "The Wandering Jew," and he was a mighty good Jew. About 1877 or 1878, Cohn went back east to see his daughter married. He had to ride to Bismarck to get on the train. Going down the road, he was held up by "Big-Nose George" and robbed of all his money—\$1,000. Cohn was the hero of the Yellowstone Valley—a real live hero, who had told Big-Nose what he thought of him. You should just have heard him talk! It was a story without beginning, as I am sure it was without end. It just went on and on from day to day, no matter whether his audience was one or ten. This is how the story would run:



EDWARD BURNETT

Where "The Wandering Jew" Met "Big-Nose George"

It is at the second crossing below the big bend of the Yellowstone, and about twilight—just a mile to Greenleaf's

Road Ranch. I am anticipating the supper. The Yellowstone is murmuring along in the yellow, mellow gloaming. A thick blanket of silence hangs like a pall over everything. A glassy pool of water shines like a mirror. The desert surroundings accentuate the greenness of the valley. It looks like an oasis in the desert. The pastoral peace of the river suggests the Thames or the Seine. In the distance the snow-capped Big Horns loom blue as a pigeon's wing—not purple. They look grander than if you were close to them.

"The heavens declare the glory of God, and the firmament showeth His handiwork."

That lazy, old, black, stocking-legged horse of mine cannot drink any more, but he is pretending to. He likes the swish of the cool water on his tired legs. His eyelashes are as thick as matches with the dust of the trail.

Solitude, but not deadly. The beauty of the scene makes it cheerful. No human being within miles. It looks as if it had all been made for me, and I owned it.

The sun is going down behind the majestic, far-spaced cottonwoods. In a short hour darkness will have blotted it all out. Nothing is visible save the fireflies flitting about.

It is a funny thing about those fireflies—only the female can switch on the electric spark. It is a warning to the male: "Look out, Mr. Man! I'm here! Keep away!"

Absolute solitude. Only a few frogs croaking; and then that solitary, haughty sand-hill crane. He is jabbering, but we must forgive him. Cranes never talk till after sundown. Then they make up for lost time. You should just hear them when they go home and go to bed! The first ones in think they are entitled to choice of nests, and the late comers protest violently. You can hear them for a mile around.

Cattle coming down the dusty trails to water. They are not in any hurry. They know there are unlimited good drinks. When watering at a water-hole, they come on a trot, all striving to get in before it is churned up into a loblolly. But here they walk in slowly until it is knee-deep, and then stretch out their necks and drink their fill—no sucking mud for them!

Ways of the Prairie Fowl

A mother duck, with her full-grown brood, is paddling up to the far side of the river. Were I close to them and riding "Angel Eyes," I would chase them out on the prairie and kill them with a willow. They are too fat to fly, and cannot run worth a cent. Cut them up, and put them in the iron pot—just a little water. When they come to a good, bubbly boil, add a few potatoes and three or four onions—it depends on how big they are (I mean the onions, not the ducks)—salt, and lots of pepper; and, O boy, canard a la mode de Fort Reno! But the bitter grief when the unappreciative barbarians call it "duck mulligan"!

This game can also be played with young sagehens, but not to such good advantage. They squat in the sagebrush and keep as still as a mouse. The ducklings keep quacking all the time, and are easy to find. We get some good messes this way, but do not cook them as the ducks—just fry them in bacon juice, and serve with lots of gravy. This sport is something like polo; only we have not the pretty costumes. I find we can rectify this with the help of the mail-order catalogue: "16BC2764, English gents' riding-breeches; price, \$2.49."

Do not think for a minute that, because you can ride down ducks and such, you can ride down a young crane. It cannot be done. I know, as I have tried it; but only once—and then I was riding "Bullet," the fastest little Mexican pony that ever looked through a bridle. I have the satisfaction of knowing that I held him even for the first one hun-

dred yards. Then he was just getting into his stride—and it was some stride!

Ducks, sagehens, and willow grouse are choice eating. My experience with the mountain blue grouse has not been pleasing. I have always found them tough as leather. A neighbor of mine, in his younger days, had reasons for keeping on friendly terms with a Chicago family. So he sent them a few brace of grouse. When he was after these grouse, he killed a magpie. Now, in the West, on a beef-and-mutton diet, magpies have in fifty years developed into the finest birds in existence. Just to show what magpies were like, he sent it along with the grouse. He did not think any more about it until next day, and then an idea flashed on him: "They will eat the magpie, thinking it is some kind of grouse." It did not take him long to gallop to the Western Union; and this is what they received in Chicago: "Do not eat long tailed bird stop magpie stop poison."

Up the river a frog croaks; then a frog close to me; then one down the river; then they all give tongue; keep it up for about a minute—a regular anvil chorus.

The sand-hill crane is standing motionless in the shallow water. You would think a taxidermist had worked him over. But look out, Mr. Fish! "He's a-watchin' you, and he'll get you if you don't look out." I have seen a crane drop a cat-fish to get a trout. He is an epicurean old fellow—kind of choicy!

The Encounter

That worthless, black, stocking-legged horse of mine is dry as a bone. He has not had a drink since morning. I myself have had several small ones—not water, however. I get tired of sitting there and letting him drink, and try to pull his head up, but cannot. "All right! Drink and bust, if you want to," I say. I have just settled back in the saddle when Big-Nose pops up out of the willows by my side, slightly to the rear.

"Stick 'em up! Up with 'em—quick!"

That was all he said. There was no need for him to say "quick!" When he found I was unarmed, he made me turn out all my pockets. He got my roll of \$1,000. He even took my few silver dollars that I had for road expenses. I asked him to let me keep enough money to buy a railroad ticket from Bismarck to St. Louis. The dirty scoundrel just jeered at my request, though I told him I was going to my daughter's wedding. He said he did not care whether my daughter got married or not. He even took my bottle, which was pretty low.

The whisky was low, as I had met a man I knew about noon. His name was Fred Sharp. We called him "F Sharp." He was from the Black Hills country, and was on the trail of some stolen mules. I gave him a drink from my bottle, just to cheer the poor fellow up and make him forget his mules.

Sharp said: "That's mighty fine whisky."

"Yes," I said. "That's not exactly government whisky. It was made at Fort Alexander, at the mouth of the Big Horn."

Sharp shook the whisky up, and then held it up to the sun and looked through it. He said it was a sure test of good whisky if there were a lot of fine bubbles in it. So it developed into a match who could shake the most bubbles. Then the winner got a drink, while the loser looked on. Frequently it was a dead heat. You would think that, under the circumstances, neither of us got a drink; but that was not according to the rules of the game. That was why the bottle was so low. I am always glad that there was not much left for Big-Nose, as it was good stuff and a home product.

According to history, the still at Fort Alexander was in

the shadow of the flagstaff. Here we have a chance to check up with tradition. In this case we find that history is correct. The Antiquarian Society wished to mark the site of the old fort. They wanted to find the stub of the flagstaff; so they took old Ben Myers along as a guide. Ben looked around awhile, and then said: "Dig here!" They dug, and found the stone foundations of the still. Then he stepped off a few paces to the north, and they dug again. Sure enough, they came across the stub of the flagstaff, and there they put up the marker!

Big-Nose disappeared in the willows as silently as he had come. I was alone with the twilight and the silence and the pool of still water and just one frog. The others kept silent, but the king frog spoke. I have lived so long on the banks of Powder River that I understand the Froggish language. It is quite simple when you catch on. The root-words all come to us through Sanskrit.

"Cheer up!" said the king frog. "You and I will dance at his hanging yet, and don't worry! You'll get to your daughter's wedding all right. The Great Spirit of the Yellowstone is invoked in your behalf. When you get to Bismarck, seek out a man called Mearns [I am not sure of the spelling]. Tell him your troubles—

"And he'll give you money and pay your exes
To the far St. Louis, or even to Texas.

"Avaunt! My message is on the way."

Cohn did as he was told, and was in time for the wedding. He came back in the spring on the first steamboat (stern-wheeler) with the biggest and most up-to-datish stock of goods ever seen in the Yellowstone Valley. He made an independent fortune. It was worth a thousand dollars to hear him tell of his adventures—what Big-Nose said to him and what he said back.

"What does he look like? Does he look fierce?" he was asked.

"Well, I can't say exactly," said Cohn. "You see, I was looking down his gun all the time. It looked to me to be big enough to roll a pumpkin in. It had my undivided attention."

I was a neighbor of Big-Nose George (George Parrott). In the fall of 1880 he holed up after he had killed the two sheriffs, Widdowfield and Vincent, in Rattlesnake Canyon. He built a dug-out and chimney on the north fork of Crazy Woman, where the "41" ranch now is—twelve miles south of Buffalo and about a mile west from where State Highway 87 E crosses the creek. It can still be seen.

The Sheriff Gets Into Action

One lone sheriff, Johnnie MacDermott, came after him. He stayed with me all night at the "41" ranch. He told me he had come to get Big-Nose. He wanted one man as a deputy, and asked me if there were any of my boys whom I could recommend. Well, as it happened, I had just the article he wanted—could not have been bettered if he had had the whole State of Texas to pick from. This man was Dick Hicks—five hundred wild cats rolled into one, and still a-roll-

ing more; right straight from Gonzales County, where all the baddest men come from. Our Senator Kendrick came from there—but that is another story. I was scared half to death for fear the sheriff might want to take me as a deputy. But I was flattering myself—that fellow knew something. I believe he sized me up as the last man in the world he would take along with him. When I introduced him to little Dickie Hicks, they seemed to understand each other at once. So I said that I would stay at home and get breakfast. I asked the sheriff how many there would be for breakfast. "Just us two and Big-Nose," he replied.

They left just before daybreak, and were back at the "41" for breakfast. Quick work! Never a shot fired! If I had been along, I would have been out of cartridges before we ever got in sight of Big-Nose's dug-out. They got him with his gun on. He gave up when he saw they had the drop on him. Slightly changing the well-known verse:

Two stern-faced men they left the ranch
Through the cold and heavy mist,
And Big-Nose George he rode between,
With gyves upon his wrist.

There are highwaymen and highwaymen. When I was a boy, I always wanted to be like Robin Hood, who robbed the rich and gave to the poor; who lived in a forest, and shot deer and not men. Big-Nose George, however, was not that sort. He would kill a man after robbing him. He was about in a class with Bill Hickok—perhaps not quite so bad.

But these are not nice things to talk about; so I will just say, in passing, that, after he was sentenced to be hanged, Big-Nose tried to break jail at Rawlins, and almost killed the jailer. A mob took him out and hanged him in March, 1881.

The settlers were badly worked up when Big-Nose killed the two sheriffs. But they were angered even worse when he killed a poor dry-farmer and his son. It was such a needless murder—they would have starved to death in a short time, anyhow.

The day after he was hanged in Rawlins they were singing a song, and selling copies of it for a quarter. There was a picture of Big-Nose—not a very flattering one—and in another corner an illustration of him hanging on the telegraph pole. It was not a pretty song. I will quote only one verse to show what it was like:

No one pities Big-Nose Ge-orge
For the deeds that he hath done,
For he murdered a poor dry-farmer
And his only, only son.

English Willie

Both song and music were composed by "English Willie." The words were "not much," but were ap-

appropriate, and the music was fitting to the theme of the song, after the ancient ballad style.

English Willie was a true artist on the piano. He did not play any other instrument. His work was hard and his hours long. He was the music-maker in the dance-hall. The girls all liked him. He treated them as ladies. He was of a cheerful disposition and tried to put a little happiness into their lives. I was one of the few who knew his real name. He had been well brought up, and was a man of a fine, classical education. He was a good, handy man for the dance-hall, as drunken brawls were frequent. We all knew his failing, which was that of De Quincey. We were sorry for him, and did what we could to keep the dope away from him; but we had no success. There were too many Chinese there. In one of his dazed moments, the poor boy wandered off in a snowstorm on the lone prairie. In the spring we found his bones, and his cameo ring with his family crest—a white horse on a red ground, engraved, cameo style, on a jewel. We buried him in consecrated ground. We did this because we thought it would please him. I think he agreed with the song:

Oh, bury me not on the lone prairie,
Where the wild coyotes will howl o'er me,
Where the rattlesnakes hiss, and the crow flies free!
Oh, bury me not on the lone prairie!

Big-Nose George's hide was tanned and made into a pair of shoes. These and a plaster death-mask are in the possession of a former governor of the state. The home-made leg-irons which he wore when hanged are in the Union Pacific Railroad Museum at Cheyenne. They do say his nose was so big that the coffin-lid would not nail down; so they had to squeeze it down by sitting on it. I have known nearly all the bad men of these parts, but I have noticed that there is always an officer of the law who has courage enough to put the shackles on them. As the old ballad of "Billy the Kid" has it:

But one day he met a man
Who was a whole lot badder.
And now he's dead,
And we ain't none the sadder.

OCTOBER CROP REPORT

GOVERNMENT FORECASTS AS OF OCTOBER 1 raise the prospects for the corn crop of the United States from 2,854,000,000 bushels, the estimate on September 1, to 2,885,000,000 bushels, making it the largest crop since 1925. Wheat yield remains practically stationary at 712,000,000 bushels. Oats gain 20,000,000 bushels—from 1,245,000,000 to 1,265,000,000. Barley is now credited with 313,000,000 bushels, instead of the 303,000,000 bushels of the previous month. Hay and potatoes are unchanged. Sugar-beets record a gain of 380,000 tons—from 8,210,000 to 8,590,000; and cotton one of 115,000 bales—from 11,310,000 to 11,425,000. (See October PRODUCER, page 15.)

JUBILEE?

BY L. C. BRITE
Marfa, Texas

IT IS EASY TO SIT ON THE FENCE AND CRITICIZE and impugn the motives of others who offer suggestions toward solving the present financial crisis.

I am putting aside all timidity and making myself a target for criticism by offering what seems to me to be a solution of this vexing problem; realizing that it is one thing to diagnose a case and another to prescribe a remedy.

My proposal can be stated in a few plain and simple words, as follows: That all debts be canceled, including federal, state, county, municipal, corporate, and private.

This plan is not original; neither is it new. It was in force and effect more than three thousand years ago, proclaimed by God through Moses from Mount Sinai, as recorded in the twenty-fifth chapter of Leviticus.

About every fifty years the Jews were required to celebrate what was termed a "Jubilee" year, at which time all obligations were annulled.

If there ever was a time in the history of the world when this law would be justified, when conditions demand such action, it is now.

Extreme emergencies of distress call for drastic measures of relief. With thirteen million men out of employment, in dire distress, and as many more verging on the brink of despair, it is time for action. It is time to pull out of the old ruts and prepare to meet the lamentable situation that threatens to undermine our nation.

Surely at this time this law would accord with that theory of the American government: "The greatest good to the greatest number."

What a season of rejoicing it would afford, should all mortgages be stricken from the records; the home restored to the owner, the farm to the farmer, the ranch to the ranchman—theirs to be enjoyed together with their happy families, theirs to exercise dominion—a God-given right!

AGRICULTURAL CREDIT SOURCES

MUCH UNCERTAINTY PREVAILS AMONG FARMERS and live-stock producers, in need of financial assistance to carry on their operations, as to the credit facilities available, and the exact functions and conditions of the various systems set up by the government for their benefit. In order to present, for ready reference, such information, coming from an official source, we summarize in the following a statement prepared by the Division of Agricultural Finance of the Bureau of Agricultural Economics, which is printed in the *California Wool Grower*:

Federal Land Banks

The Federal Farm Loan Act, enacted in 1916, provides for the establishment of twelve federal land banks. These banks make loans on farm land to individuals who actually operate farms or who are about to undertake their direct operation. They do not lend to corporations. Loans may be made in an amount not exceeding 50 per cent of a conservative valuation of the land, plus 20 per cent of the value of the improvements thereon. The maximum loan is limited to \$25,000. In order to obtain a loan, the borrower has to make application through national farm loan associations. He is required to take 5 per cent of his loan in stock of the farm loan association, the latter in turn subscribing for an equal amount of stock in the federal land bank. Such stock carries an additional liability in an amount equal to the par value of the stock. Loans are made on the amortization plan, usually for a period of thirty-three years, requiring an annual

payment on principal beginning with 1 per cent, and increasing as the interest diminishes. The rate of interest charged to borrowers cannot exceed by more than 1 per cent the rate borne by the last issue of federal land bank bonds. The present federal land bank rate (September, 1932) is 5½ per cent.

Joint-Stock Land Banks

The Farm Loan Act also makes provision for the setting-up of joint-stock land banks, which operate in a manner somewhat similar to that of the federal land banks. Borrowers, however, are not required to take stock as a condition for obtaining a loan, and are not required to be directly operating the farms offered as security for loans. Because of the unfavorable market for the securities of joint-stock land banks, these institutions are able to make only a minimum volume of new loans at the present time.

Federal Intermediate Credit Banks

The Agricultural Credits Act of 1923 provides for the setting-up of twelve federal intermediate credit banks, to be established in the same cities as the twelve federal land banks. These banks make direct loans to co-operative marketing organizations on the security of staple agricultural commodities. They also rediscount and make direct loans for financial institutions, such as agricultural credit corporations, live-stock loan companies, and commercial banks. These banks cannot make loans directly to farmers, but loans must be made through the organizations listed above. In order to provide a direct channel for obtaining production credit from the intermediate credit banks, it is necessary to organize an agricultural credit corporation or a live-stock loan company. These organizations are organized under the laws of the states in which they are located, and are able to rediscount agricultural paper with the intermediate credit bank in an amount usually ranging from three to seven times their paid-in and unimpaired capital and surplus.

Federal Farm Board

The Agricultural Marketing Act of 1929 authorizes the Federal Farm Board to make loans to co-operative associations. The loans made by the board have been to stabilization corporations and to co-operative marketing associations. Indirectly they have provided production credit for the purpose of "the effective merchandising of agricultural commodities and food products thereof." Loans have been made to co-operative marketing associations, under this authority, to assist in setting up agricultural credit corporations to provide production credit. In the past year they have given material assistance in providing live-stock credit through such loans.

Reconstruction Finance Corporation

Under the Reconstruction Finance Corporation Act of January, 1932, the sum of \$50,000,000 was allocated to the Secretary of Agriculture, together with 10 per cent of the additional debentures that might be issued by the corporation. This fund was to be used by the secretary for "making loans or advances to farmers in the several states in cases where he finds an emergency exists as a result of which farmers are unable to obtain loans for crop production during the year 1932." Under this provision, the secretary has made approximately \$65,000,000 of loans to over 500,000 individual farmers. At the present time no more loans are being made under this authorization.

The Relief Act of July, 1932, amends the Reconstruction Finance Corporation Act and makes provision for the setting-up of regional agricultural credit corporations, having a minimum capital of not less than \$3,000,000. Not more than one corporation is to be set up in each federal land bank district. The Reconstruction Finance Corporation is to subscribe for the capital out of the unexpended balance of the amount allocated to the Secretary of Agriculture for the purpose of making crop-production loans, as outlined above. These corporations will devote their first interests to credit for live-stock purposes, particularly for live-stock feeding. Under the authority covered in paragraph (e) of section 201 (a) they may make loans or advances where the proceeds are to be used for an agricultural purpose, including crop production, or for the raising, breeding, fattening, or marketing of live stock.

The Relief Act also makes provision for granting loans to finance the export sale of surplus agricultural products.

Further loan provisions of interest to agriculture in the Relief Act are given in paragraph (a), section 201 (a), which authorizes the Reconstruction Finance Corporation "to make loans to bona fide institutions, organized under the laws of any state or of the United States, and having resources adequate for their undertakings, for the purpose of enabling them to finance the carrying and orderly marketing of agricultural commodities and live-stock produce in the United States." The exact scope of this provision has not been definitely determined, but presumably it would include loans to processors of agricultural commodities and to co-operative marketing associations.

Federal Reserve Banks

Under the provisions of the Relief Act (section 210), the federal reserve banks are authorized to make direct loans to individuals. These loans are only to be made where credit accommodations cannot be obtained through existing agencies. Presumably farmers, and particularly live-stock growers, would be able to utilize these loan facilities if accommodations cannot be obtained elsewhere. Such loans, however, must conform to the eligibility requirements for agricultural paper outlined in the Federal Reserve Act and in the rulings of the Federal Reserve Board. Applications may be submitted to any federal reserve bank or to any branch federal reserve bank.

Department of Agriculture

Under Public Resolution No. 11 of the Seventy-second Congress (1932), a revolving fund of \$10,000,000 was placed at the disposal of the Secretary of Agriculture for making loans to individuals to assist in the capitalization of agricultural credit corporations and live-stock loan companies. Under the regulations, loans may be made to individuals in an amount not exceeding 60 per cent of the unimpaired par value of the stock submitted as security. In addition to the stock which is taken as collateral for the loan, the borrower must submit an adequate financial statement. Loans are made only for a period of one year, at an interest rate of 5½ per cent. Loans will not be made to purchase stock in any corporation or live-stock loan company having a capital of less than \$50,000.

Home Loan Banks

The first session of the Seventy-second Congress made provision for the setting-up of home loan banks to assist in the financing of home ownership. These banks will operate primarily through building and loan associations, life-insurance companies, and other organizations holding city real-estate loans. Presumably they will not provide any credit for farmers. The only exception would be where a building and loan association may have made a loan on farm property immediately adjacent to an urban center. Inasmuch as the Federal Land Bank System has provided facilities for farm real-estate loans, it is assumed that there will be no duplication in the loan facilities between the two groups of federally sponsored mortgage credit institutions.

PERSONNEL OF ELEVENTH DISTRICT CREDIT UNIT

ORGANIZATION OF THE SAN FRANCISCO, LOS Angeles, and Phoenix branches of the Regional Agricultural Credit Corporation of the Eleventh Federal Land Bank District, embracing the States of Utah, Nevada, California, and Arizona, and the main office of which is in Salt Lake City, was completed last month.

E. W. Wilson, investment broker, was appointed manager at San Francisco. On the committee which will assist in the operation of the branch are several prominent live-stock men, among them being Sheldon Potter, president of the Tri-State Credit Corporation; C. N. Hawkins, of Hollister, vice-president of the Western Cattle Marketing Association; A. T. Spencer, vice-president of the California Wool Growers' Association; and William H. Moffat, of Reno, Nevada.

At the Los Angeles branch, M. A. Thompson, of the Security-First National Bank of that city, will act as man-

ager. Among the directors are Fred H. Bixby, of Long Beach, former president of the American National Live Stock Association; N. B. Vail, of Los Angeles; P. H. O'Neil, of Los Angeles; and Ira D. Aten, of Calipatria.

The Phoenix branch has been organized with E. W. Kay-sor, manager of the loan agency at El Paso, Texas, as manager. Directors include Henry G. Boice, of Patagonia, former president of the American National Live Stock Association; A. A. Johns, of Prescott, president of the Arizona Wool Growers' Association; M. B. Hazeltine, of Prescott; P. M. Clark, of Tucson; Wayne Thornburg, of Phoenix; and C. J. Babbitt, of Flagstaff.

(For the officers and directors of the Salt Lake City office, see October PRODUCER, page 14.)

LAMB-GRADING AND STAMPING SERVICE

BY W. C. DAVIS

Senior Marketing Specialist

ON MAY 2, 1927, AN OFFICIAL GRADE STAMP OF any country was for the first time in history applied to a beef carcass, when the Department of Agriculture inaugurated its experimental beef-grading and stamping service. Since that time the service has become a permanent feature, and has been extended to sixteen of the major beef-slaughtering centers of the United States, where it is used daily by slaughterers, wholesalers, retailers, hotels, restaurants, and institutions generally. The official grading and stamping service has met an economic need in a practical way, and its benefits to the industry in general have been amply demonstrated in various ways.

About two years ago a similar service was inaugurated on lamb, in an experimental way, at only one city. The response was almost immediate, and demand has shown a steady increase. This service is now available at all points where the department's beef-grading service is established. Officially graded and stamped lamb may be had upon request. The advantages of handling lamb that has been uniformly graded and stamped according to fixed standards are the same in all respects as apply to officially graded and stamped beef. Grading is done by experts, all of whom have had years of practical meat experience. Their decisions are unbiased, and they are not influenced by climatic conditions, seasonal variations, or other variable factors. They follow closely the official standards at all times; consequently purchasers of lamb bearing the U. S. grade stamp are assured of uniform quality, within reasonable limits. "U. S. Choice" means certain rather definite degrees of quality. Likewise, "U. S. Good," although slightly lower in the scale, means rather definite degrees of quality. All official grades for meats have been established on variations in three grade factors—viz., conformation, finish, and quality; and degrees of these factors which a given carcass or cut contains determine its grade. The grades of lamb, in order of excellence, are "U. S. Prime," "U. S. Choice," "U. S. Good," "U. S. Medium," "U. S. Common," and "U. S. Cull."

Lambs that meet the requirements of "U. S. Prime" grade are relatively scarce throughout most of the year. Those meeting the requirements of "U. S. Choice" grade are rather plentiful most of the time, and should be entirely satisfactory to even the most discriminating trade. Those grading "U. S. Good" and "U. S. Medium" are generally available at all seasons.

The U. S. grade stamp on meats insures to hotels, restaurants, dining-cars, and others the same dependable uni-

form quality all the time. It removes the necessity of trips to the wholesale market and personal selection by the management.

A thorough practical knowledge of meats is necessary in order to make satisfactory selections. Such knowledge is not possessed by many hotel and restaurant men. Uncle Sam, through his meat-grading and stamping service, relieves them of this responsibility.

BEEF CONSUMPTION LOWER

DURING THE FIRST EIGHT MONTHS OF THIS YEAR, consumption of federally inspected beef and veal was 8 per cent less than for the same period in 1931, while consumption of pork was 4.3 per cent, of lard 7 per cent, and of lamb and mutton 2 per cent greater. The decrease in beef was due to the facts that fewer cattle were slaughtered and that the average weight was lighter. More hogs were killed, and while this was largely offset by lighter average weights, exports were sharply curtailed—being, in fact, the smallest in thirty years. In the case of lamb, an increase in slaughter was only partly balanced by lighter weights.

Retail prices of beef in New York City for the same eight months averaged 12 per cent less than for the corresponding period a year ago; pork prices were 22 per cent lower, and lamb prices 17 per cent lower.

STEER AND HEIFER BEEF

WHY ARE HEIFERS DISCRIMINATED AGAINST at the market? An answer to this question has recently been sought through a series of co-operative studies conducted by agricultural experiment stations in conjunction with the Bureaus of Animal Industry, Agricultural Economics, and Home Economics. The theory, widely held, that heifer carcasses tend to be excessively fat or wasty was investigated in twelve experiments with good beef-type steers and unbred heifers of similar age, weight, breeding, and previous feeding and management. In the *Montana Stock Grower* of September 1, O. G. Hankins, of the Bureau of Animal Industry, tells of the results. We quote:

"In general, at all weights the heifers exceeded the steers in amount of kidney and crotch fat, a rather wide difference appearing between the sexes at a majority of the weights. It is of particular interest to note that the heifers reached a given degree of finish at a distinctly lighter weight than the steers. . . .

"As to the relation between final feed-lot weight and thickness of external fat, it appears that up to about 625 pounds' weight there was very little difference between the sexes. At heavier weights, however, there was greater difference, with the heifers consistently showing the thicker fat. . . .

"Final feed-lot weight and the amount of intermuscular fat showed much the same trends and differences."

An important consideration is the weight of the dressed carcass in relation to live weight—in other words, the dressing percentage. On this Mr. Hankins says:

"Fifty-six representative steers and fifty-four representative heifers were slaughtered under carefully controlled conditions, and dressing percentages were determined. In eleven of the twelve experiments the heifers were lighter in weight at the close of the feeding period than the steers. The average difference for the twelve experiments was 76 pounds, the steers averaging 780 pounds in weight and the heifers 704 pounds.

"In seven of the twelve experiments the steers exceeded the heifers in dressing percentage. In the five other cases the heifers exceeded the steers. The average difference for the

twelve experiments was so slight as to appear of no significance. . . . At common final weights the heifers tended to yield a slightly higher percentage of carcass than the steers."

To the consumer the palatability of the cooked meat is of direct interest. Of cooking tests made to compare the relative palatability of steer and heifer beef we learn:

"Standard rib cuts were taken from the same fifty-six steers and fifty-four heifers and roasted by a strictly uniform method. The department meat-judging committee, consisting of five persons, graded the cooked meat for tenderness, quality and quantity of juice, texture, intensity and desirability of aroma, flavor of lean, and flavor of fat. The result showed no significant preference for the cooked meat of one sex over that of the other. The data justify no practical distinction between the sexes with respect to palatability of meat."

These conclusions are then drawn:

"In general, the experiments suggest that, if a moderate quantity of kidney and crotch fat and of intermuscular fat, together with a thick covering of external fat, is desired in the carcass, the typical heifer should be slaughtered at about 725 pounds' weight, and the steer at about 850 pounds' weight. . . . From the results it appears that, up to the point where the heifer becomes excessively fat, price discrimination against her is not justified."

BIRTH WEIGHT AND GROWTH OF PIGS

RELATION BETWEEN BIRTH WEIGHT OF PIGS and their ability to grow is rarely taken into consideration when making selections of breeding animals for the herd, says E. Z. Russell, senior animal husbandman of the Bureau of Animal Industry. Yet from data collected at the United States Range Live Stock Experiment Station at Miles City, Montana, during the years 1927 to 1931, there seems to be a close correlation in the rapidity of gain and weight at birth. In a report issued by the station the following illuminating figures are presented:

Weight at Birth (Pounds)	Daily Gains, Suckling	Daily Gains, Fattening
1.50.....	0.38.....	1.18
1.75.....	0.44.....	1.20
2.00.....	0.46.....	1.23
2.25.....	0.50.....	1.27
2.50.....	0.52.....	1.32
2.75.....	0.52.....	1.32
3.00.....	0.56.....	1.35
3.25.....	0.56.....	1.36
3.50.....	0.62.....	1.43
3.75.....	0.65.....	1.43
4.00.....	0.63.....	1.44

Hogs at the station, we are told, are all handled in the same manner and fed the same feeds—principally barley, supplemented with tankage, alfalfa pasture, and alfalfa hay. The suckling period of the pigs is from birth to seventy days of age, and the fattening period from seventy days to market weight. During suckling the pigs had access to a self-feeder.

Of the pigs weighing one pound at birth a very high percentage (39.38) were farrowed dead, and only 5 per cent were weaned. The number farrowed dead rapidly declined with increasing weight at birth, until at a birth weight of 3.5 pounds it was only 3.12 per cent, while the percentage of pigs weaned rose proportionately, reaching 83.46 with a birth weight of 4 pounds.

Further studies are being made in order, if possible, to learn the controlling factors responsible for birth weight in such a way as to put them to practical use.

"THE PRODUCER keeps us in touch with the live-stock situation on the range."—R. A. NORRISH, Morrison, Ill.

REINDEER MEAT

IN AN ARTICLE IN "COMMERCE REPORTS," PUBLISHED by the Department of Commerce, dealing with the northwestern Alaska fair, held at Nome in April of this year, mention is made of the Alaskan reindeer industry. We quote:

"Reindeer grazing is becoming more important each year, particularly to the native Eskimo population. For many years surplus deer were utilized by the natives for food and clothing, but the increase has been so great that present demands for these purposes consume only a fraction of each year's surplus, leaving large quantities for commercial exploitation, according to the governor's last annual report. While herds were small and ranged near villages, administrative problems were comparatively simple. Larger herds, however, requiring greater ranges, developed complications, and in March, 1931, the Secretary of the Interior appointed a committee to study the situation. This committee prepared recommendations providing for range rules and other regulations designed to organize the industry on a more scientific basis. . . .

"The committee divided the territory occupied by herds into administrative units, of a size that can be supervised properly by a field manager, and it is believed that many of the problems arising under the old system will be solved satisfactorily.

"Markets already have been developed in various parts of the world for reindeer products. Reindeer skins are marketed largely in Europe, where they are used in the manufacture of gloves, military riding-trousers, and binding for books. Smoked reindeer meat is on sale throughout Norway and Sweden. At present, however, these markets are supplied largely by Lapland. *Especially effort is being made to popularize reindeer meat in continental United States, and more than 1,000,000 pounds is being shipped to that market annually.*" (Italics ours.)

Slaughter-houses for reindeer imported from Alaska are to be erected at Moss Landing, California, we learn from another source. One company intends to handle 45,000 animals the first year, to be kept on the hoof until needed for market. The Department of the Interior has approved the plan.

BOVINE TUBERCULOSIS IN RAPID RETREAT

COMPARISON OF RECORDS OF CATTLE SLAUGHTERED under federal inspection during the fiscal years ended June 30, 1922 and 1932, reveals a remarkable decrease in tubercular infection. While the total number of cattle inspected for the two years was about the same—7,795,323 in 1922 and 7,793,878 in 1932—the number showing evidence of tuberculosis declined from 146,945 to 38,446, or from 1.88 to 0.49 per cent. Another observation made by the federal meat-inspection service is that the severity of the infection has been considerably diminished during the past decade, condemnations of entire carcasses now being only about one-fourth of what they were in 1922.

A similar reduction has occurred in the case of swine. The high point in infection for the last twenty-five years was reached in 1924, when 15.2 per cent of the total number of hogs slaughtered under federal supervision were classed as tuberculous. Since most swine are considerably less than a year old when killed, lesions of the disease are generally slight, though sufficient to cause condemnations of large quantities of pork. Advanced tuberculosis in 1924 was found in 2.7 per cent of the number. During the fiscal year 1931-32 the corresponding percentages were 11.4 and 1.59, or decreases of about 25 and 40 per cent, respectively.

"I greatly enjoy receiving your paper."—ORRIN C. MILLS, Paulina, Ore.

THE MARFA CONFERENCE

IN CONNECTION WITH THE ANNUAL FAIR OF THE Highland Hereford Breeders' Association at Marfa, Texas, held this year on October 6 and 7, the Executive Committee of the Texas and Southwestern Cattle Raisers' Association met with representatives of other groups of live-stock men for the discussion of problems of common concern. Secretary Mollin attended for the American National Live Stock Association, and the New Mexico Cattle Growers' Association was represented by R. H. Royall, its president.

Among the subjects dealt with was the testing of range cattle for tuberculosis. A resolution was adopted which, after pointing out that "the present method of testing range and semi-range cattle under the modified-area plan is both expensive and needless," expressed unalterable opposition to the continuation of such testing, urged its immediate abandonment, and asked that "the Bureau of Animal Industry devote its efforts and the money appropriated for tuberculosis eradication to the cleaning-up of farm and dairy herds where the disease is known to exist, and that in the meantime it continue the study of packing-house records" with the object of working out "a permanent system of accrediting range and semi-range herds based thereon."

The danger to our cattle-raisers, dairymen, and cotton-farmers from the increasing flood of imports of vegetable oils and marine fats, against which their products have to compete in the manufacture of oleomargarine, was emphasized in another resolution. "The loss of outlets for oleo fats and oils is reducing the value of beef cattle one or more dollars per head," it was stated, at a time when "growers of live stock are struggling against very adverse conditions and cannot afford to be deprived of even a fraction of a dollar per head." Congress was appealed to to pass the Kleberg bill, placing a tax of 10 cents a pound on all oleomargarine, except such as is "composed of fats or oils produced exclusively within continental United States," on which "the tax shall not exceed one-quarter of one cent per pound." Request was made that the Texas Legislature enact similar legislation. The committee expressed itself in favor of "an adequate equalized scale of import duties on all animal, marine, and vegetable oils and fats, and on the raw materials from which such oils and fats are extracted (including products of the Philippine Islands), which are in competition with products produced on farms and ranches in the United States."

Appreciation was voiced of the recognition by the Reconstruction Finance Corporation of the needs of the live-stock industry through the establishment of regional credit corporations for supplying direct credit on live stock which cannot be secured through the regular channels. The meat campaign during the State Fair at Dallas and the Texas feeder-breeder movement were indorsed.

VOLUNTARY REDUCTIONS OF COMMISSION CHARGES

NEW TARIFFS OF COMMISSION RATES HAVE been filed with the Packers and Stock Yards Administration by the Producers' Commission Association and the Farmers' Union Live Stock Commission Company, operating at Kansas City. The schedules went into effect on October 10.

As previously explained in THE PRODUCER, the two above-named co-operatives accepted the rates proposed by the Secretary of Agriculture for the Kansas City market in June, and have been operating under them since. The Live Stock Exchange, however, rejected the rates and drew up its own schedule. Hearings on this were held during October.

The rates contained in the secretary's order of last summer represented substantial reductions from the rates previously in force. With one or two minor exceptions, the new tariffs, now operative, mean a further saving to shippers, estimated at about 25 per cent. This will be the more appreciated as the changes are wholly voluntary.

The principal decreases are as follows: A reduction from 70 to 65 cents per head has been made in the truck-in rate on cattle, and from 35 to 30 cents on calves. On single animals the minimum rate has been lowered from \$1 to 75 cents per head on cattle, from 50 to 35 cents on calves, from 40 to 30 cents on hogs, and from 35 to 30 cents on sheep. All service charges on hogs have been removed. No changes are made in the rates on straight carloads of cattle or sheep. (See August PRODUCER, page 9.)

* * *

At Cleveland, Ohio, all the market agencies have agreed upon new emergency tariffs, which have been accepted for filing, effective October 1. These tariffs, which represent material reductions in commission charges, will remain operative until December 31, 1932.

CHICAGO REDUCES FEED RATES

REDUCTIONS IN FEED CHARGES HAVE BEEN ANNOUNCED by the Union Stock Yard and Transit Company at Chicago, and accepted for filing by the Packers and Stock Yards Administration, effective November 1, as follows:

Corn, reduced from \$1.05 to 95 cents per bushel; oats, from 80 to 70 cents; tame hay, from \$1.65 to \$1.55 per cwt.; prairie hay, from \$1.60 to \$1.45; alfalfa, from \$2.10 to \$1.70; straw, from \$1.35 to \$1.10 in pens, and from \$1.60 to \$1.35 in cars. Besides, the charge for serum and virus has been lowered from 2 to 1½ cents per cubic centimeter.

THE CALENDAR

- November 12-19, 1932—American Royal Live Stock Show and Fiftieth Anniversary Show of American Hereford Cattle Breeders' Association, Kansas City, Mo.
- November 13-20, 1932—National Live Stock Exposition, City of Mexico, Mexico.
- November 14-15, 1932—Annual Convention of Institute of American Meat Packers, Chicago, Ill.
- November 14-16, 1932—Junior Live Stock Show, San Francisco, Cal.
- November 16-25, 1932—Annual Convention of National Grange, Winston-Salem, N. C.
- November 17-18, 1932—Annual Convention of California Wool Growers' Association, San Francisco, Cal.
- November 26-December 3, 1932—International Live Stock Exposition, Chicago, Ill.
- November 26-December 3, 1932—Great Western Live Stock Show, Los Angeles, Cal.
- December 8-10, 1932—Annual Convention of National Wool Growers' Association, Portland, Ore.
- December 9-10, 1932—Annual Convention of California Cattle-men's Association and Western Cattle Marketing Association, San Francisco, Cal.
- January 6-12, 1933—Ogden Live Stock Show, Ogden, Utah.
- January 12-14, 1933—Thirty-sixth Annual Convention of American National Live Stock Association, Ogden, Utah.
- January 14-21, 1933—National Western Stock Show, Denver, Colo.
- March 3-9, 1933—Houston Fat Stock Show, Houston, Tex.
- March 6-8, 1933—San Angelo Fat Stock Show, San Angelo, Tex.
- March 11-19, 1933—Southwestern Exposition and Fat Stock Show, Fort Worth, Tex.
- March 14-16, 1933—Fifty-seventh Annual Convention of Texas and Southwestern Cattle Raisers' Association, Fort Worth, Tex.

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Volume XIV NOVEMBER, 1932 Number 6

CALL FOR CONVENTION

To Members of the American National Live Stock Association, Affiliated Organizations, and Stockmen Generally:

Call is hereby issued for the Thirty-sixth Annual Convention of the American National Live Stock Association, to be held in Ogden, Utah, January 12 to 14, 1933.

Twelve months ago live-stock producers, wearied with two years' fight against declining markets, frozen credits, drought, and burdensome transportation and marketing charges, confronted the future hopeful that 1932 would deal more kindly with them. Today the best thing that can be said about the year 1932 is that it is almost gone. While the areas affected by lack of rain have been smaller than last summer, the intensity of the drought has, if anything, been greater; the credit situation has been eased by the formation of new governmental agencies, and by enlarging and making more flexible the operations of existing instrumentalities; but the markets have gone from bad to worse, and prices on the rank and file of range cattle, especially she-stuff, are at present distressingly low.

We do not believe, however, that the industry adheres to a doctrine of despair. It has with fortitude faced great emergencies before, even as it is facing to the front today. There is a general belief that bottom has been struck. The number of the unemployed is gradually diminishing, and slow but steady improvement in general conditions is confidently expected from now on. As conditions improve and employment increases, and only then, can we expect better prices for our live stock.

In this spirit we prepare for our annual convention. Of paramount importance is the financing of the Association during these difficult times. The very existence of the organization is at stake. For two years your officers have carried on, doing their best, with declining revenues, to meet the increased demand for their services. The load is now too heavy for them to shoulder, unless assured that they will be backed to the limit.

In the traffic department, the effort of the railroads to increase freight rates in order to solve their own financial problem, their attempt to add to bedding charges, the reopening of Docket 17000, the attack on the reconsignment privilege, and the numerous adjustments in tariffs following the decision in the original Docket 17000, have called for even greater activity than in normal times. A way must be found to carry on this work. You cannot afford, even under present conditions, not to be represented in matters of such importance.

Transportation costs must be lowered before either the railroads or the live-stock industry can again strike an even keel. A continuance of the present rates will bring about less use of the rails, more processing near the source of production, and greater development of trucks as a means of transportation. It is important that no unfair legislation, either federal or state, be permitted to drive the trucks from the highways. Their competition offers the only hope of forcing rates down to a reasonable level.

The Association has led the fight for further modification of the method of accrediting range areas as tuberculosis-free. Our efforts so far have brought postponement of regulations issued by the Bureau of Animal Industry, restricting the movement of feeder cattle into accredited areas unless subjected to the tuberculin test, and have initiated a study of packing-house records to determine the practicability of using that method of checking up on infected herds as a basis for accrediting range and semi-range areas.

A meeting of our Special Committee on Tuberculosis Testing, augmented by representatives of other interested organizations, will be held with Dr. Mohler, chief of the Bureau of Animal Industry, in

Chicago on November 30. The following day J. Elmer Brock, president of the Wyoming Stock Growers' Association, and Secretary Mollin will be given an opportunity to present the subject to the Committee on Tuberculosis of the United States Live Stock Sanitary Association. At these meetings we shall urge that the packing-house plan, now being tried out, be adopted as permanent, provided results are what we confidently expect them to be. Our future policy in this matter, based on the developments in the meantime, awaits your determination.

It is becoming more generally recognized that the fats-and-oils problem is one that affects every live-stock and agricultural producer. Increasing imports of coconut and whale oil, and a narrowing outlet for our surplus fats, are creating a condition which largely reduces the price of beef fats to a non-edible-fat basis, and which, by indirect competition, exerts a most bearish influence on meat prices. The Association has worked steadily during the past year to bring to the industry and to the public at large a full realization of the tremendous importance of this matter. An aggressive policy should be adopted for the future, with every effort made to secure the adoption of legislation, both federal and state, which will give some protection to the producer of domestic fats and oils, whether of animal or of vegetable origin.

There is an insistent demand for governmental economy. In connection therewith, it has been suggested that all government agencies dealing with the marketing of live stock—such as the Federal Farm Board, the Packers and Stock Yards Administration, and possibly certain divisions of the Bureau of Agricultural Economics—could profitably be consolidated into one unit. We should be on guard to see that amendments to the laws creating these various agencies shall be in the interest of the producer, and that the cry of economy shall not be made a screen for emasculating acts which it took long years of work to put on the statute-books.

Bad as conditions have been during the past two years, they would have been immeasurably worse had not the Smoot-Hawley tariff bill, affording the best protection the industry ever enjoyed, kept imports of cattle from Canada and Mexico at a low ebb, as well as imports of canned beef from South America. More important than these items is the clause, contained in the act, prohibiting the entry of dressed beef from any country where foot-and-mouth disease is known to exist. There is constant agitation on the part of international bankers and business men, foreign countries which want access to our markets, and domestic manufacturers who desire free trade in raw materials in order to stimulate foreign trade for the products of their fac-

ories, to better their own condition at our expense. The tariff question, never settled for long, may again become an issue in 1933, which would require renewed activity on our part in support of the present rates and provisions.

It is gratifying to announce that commission rates have been lowered at most of the principal markets. The Association has worked consistently to that end. Similar success has not been attained in regard to yardage charges. A temporary reduction at Denver is the only tangible result of years of effort, of many formal hearings, and of an appeal for voluntary decreases in which practically all the principal western live-stock associations and the American Farm Bureau Federation joined. Unfavorable court decisions in the Denver and St. Joseph cases will require much new work before the goal is reached. The fight should be continued.

From many live-stock organizations comes an urgent appeal for the same reduction in grazing fees for 1933—50 per cent—as obtained for 1932. In addition, it is time that consideration were given to the matter of negotiating new permits for the ten-year period beginning in 1935. Beyond question, these permits should be on a substantially lower basis than the existing ones. It has been suggested that a joint committee from our Association and the National Wool Growers' Association be appointed to start the negotiations.

These and many other problems demand the attention of our industry. We urge your help in solving them, fully aware of the desperate need for economy which confronts every individual in the live-stock business today, no matter how large or how small his outfit may be; yet convinced that refusal to keep your organizations working in your behalf will cost you many times the amounts you pay to them. We urge you carefully to study the drawing by "Bill" Donald, cowman and artist of note, printed elsewhere in this issue. Its moral cannot be escaped. If you are interested in these vital matters, which touch every live-stock producer; if you believe in organization, *your Association should come first—not last.*

Watch the columns of this issue and the December number for full information as to program, railroad rates, and hotel accommodations.

CHARLES E. COLLINS,
President.

F. E. MOLLIN,
Secretary.

LOYALTY +

RECEIPTS OF ALL LIVE-STOCK ORGANIZATIONS dependent upon voluntary subscriptions have shrunk to the point where even the most necessary activities are carried on with extreme difficulty. Paring down contributions is to be expected in many cases. Ceasing to make them entirely until times are better is a horse of another color. It means either that no work will be done, or that somebody else will be carrying more than his share of the load.

It is only through the efforts of an altogether too small minority, loyal to the core, that voluntary organizations can live through these recurring periods of depression. Leaders in every movement for the advancement of the industry when times are normal, this minority become the invincible rear-guard when the back-track must be taken.

A check came in recently that warmed the cockles of my heart. The donor was a man who had climbed to the top in his own state, and had earned the respect and affection of all who knew him. Stricken with a serious illness, confined to a hospital, not for weeks, but for many, many weary months, if ever anyone had the right to forget his obligation as a member for a year, it certainly was he.

May his action inspire others who, with all the blessings of good health, would yet surrender to the forces that oppose them! The road may be rough and the journey long, but if each will do his part, however small, there can be no question but that the goal will be reached.

F. E. MOLLIN,
Secretary.

CO-OPERATIVES REDUCE COMMISSION CHARGES AT DENVER

DURING THE PAST YEAR OR SO, VOLUNTARY reductions in commission charges have been made at various markets. At St. Paul, Oklahoma City, Wichita, and Cleveland, for example, an agreement as to new schedules was reached with the Packers and Stock Yards Administration, obviating the necessity for and expense of a formal hearing. At St. Louis and Kansas City, and perhaps at other markets, individual agencies, particularly among the co-operatives, have written their schedules down.

At Denver the matter has two or three times been taken up with representatives of the Live Stock Exchange by groups of producers, but without result. This market has remained one of the very few among the principal centers where no revision has been made. On September 22 the American National Live Stock Association, realizing the imperative need

of lower marketing charges, and the fact that a formal hearing could not be had for months, asked the Packers and Stock Yards Administration to take the matter up informally and try to get lower schedules filed by all agencies. The announcement, almost simultaneously, by the Farmers' Union Live Stock Commission, Inc., and the Intermountain Live Stock Marketing Association, of substantial reductions, effective November 1, is the first positive result of that action.

In brief, the new schedules, as compared with the old, are as follows:

FARMERS' UNION LIVE STOCK COMMISSION

STRAIGHT LOADS		
	Old Rates (Maxima)	New Rates (Maxima)
Cattle	\$19	\$17
Sheep	20	17
Hogs	14	12

DRIVE-INS		
	Old Rates (Per Head)	New Rates (Per Head)
Cattle	75c	65c
Calves	35c	30c
Sheep	25c	15c
Hogs	30c	25c

For the past five years this company has paid a patronage dividend of 20 per cent to its stockholders, and it is the intention to continue this system of refunds to members. The rates quoted above, however, apply to all shippers to the firm, whether members or not.

INTERMOUNTAIN LIVE STOCK MARKETING ASSOCIATION

STRAIGHT LOADS		
	Old Rates (Maxima)	New Rates (Maxima)
Cattle	\$19	\$16
Sheep	20	16
Hogs	14	12

DRIVE-INS		
	Old Rates (Per Head)	New Rates (Per Head)
Cattle	75c	60c
Calves	35c	30c
Sheep	25c	15c
Hogs	30c	25c

The carload rate of this firm on sheep, \$16, is the lowest available at any prominent market, according to the best information at hand.

This action by the co-operatives is very timely, and will be appreciated by all shippers to the Denver market. A saving of from \$2 to \$4 a car may be called a small sum by those agencies which refuse to make any reduction; but no one is sneezing at even small sums today, and in the aggregate the amount saved will be very substantial.

It will not be brought about by any curtailment of facilities, as both these companies are splendidly equipped to render first-class service. The economies in operation, made possible by a steady increase

in patronage, permit this saving. They show that the co-operatives have a real place in our marketing structure, and that they are doing their share toward pulling the industry through the worst crisis it ever faced.

TAXES AS A FACTOR IN TRANSPORTATION PROBLEM

EVER SINCE THE RAILROADS WOKE UP to the fact that something had to be done, if possible, to prevent further loss of business to trucks and busses, which was several years after everyone else had sized up the situation, the public has heard a great deal about taxes as a reason why the rails should be favored in selecting your method of transportation.

The amount of taxes which the railroads actually have paid is not in dispute, but there is room for argument as to the obligation which this imposes upon the shipping or moving public. In this connection, it might be of interest to inquire how many dollars the railroads have taken out of every community in which they operate, for every dollar they have paid in as taxes. Certainly there is a direct relationship here, because the investment of the railroads must be based largely upon the volume of business in sight; and, of course, the taxes are based upon the investment.

How many dollars have been squeezed out of the shipping public to pay dividends upon inflated stock and bond issues, and to pay princely salaries to the army of executives, some of whom seldom see the workings of the roads that sustain them, due to the extravagant system of maintaining eastern headquarters for all western railroads? How much more than reasonable rates have shippers paid, due to the long-standing policy of basing rates on "what the traffic will bear" instead of on "cost of service rendered"?

In spite of the efforts of the Interstate Commerce Commission to keep rates at a level which is fair to both sides, the railroads are today the victims of their own policy of establishing inflated valuations as a rate base. A long-suffering public has rebelled, and it will take more than mere protestations of interdependence—a balancing of taxes paid against the need for transportation—to make any material change in the present order.

It is claimed that the taxes paid by the trucks and busses are nominal by comparison, and that it is unfair to tax railroads to help maintain roads for their rivals. There is some merit to this argument; but the situation is fast righting itself as license fees have been increased, and as gasoline taxes and federal aid largely have borne the brunt of building

and maintaining our main highways. As a result, a much smaller percentage of general tax moneys is used for road purposes.

THE PRODUCER believes that railroads, properly manned and efficiently operated, are an indispensable part of our transportation system. It believes in fair play to railroads, trucks, and busses, and to the public they serve. It warns the public, however, to be on guard to prevent legislating or taxing the truck and bus out of business, under the misapprehension that the present situation is grossly unfair to the railroads. The competition which is being given the railroads today, thus ending a virtual monopoly in the field of transportation, is already paying handsome dividends to shippers. Service is being speeded up; accommodations are being afforded in the handling of many commodities through pick-up and delivery service unheard of only a few years ago; rates are being lowered, particularly on the short hauls; return-transportation regulations are being made more liberal; in short, *slowly the competition is being met.*

Tax the trucks and busses—*justly and wisely.* Kill legislation of the type of the Texas law, which restricts the size of the trucks and limits loads to 7,000 pounds. You know full well the conditions that obtain, the rate-level that is maintained, the practices that are in effect when there is no competition. Do not allow that situation ever to return!

Robert J. Kleberg

In the death, on October 10, of ROBERT J. KLEBERG, SR., at the Santa Gertrudis Ranch, near Kingsville, on the Gulf coast of Texas, the Southwest loses one of its foremost citizens and the cattle industry of the country one of its most progressive leaders. In qualities alike of mind and heart he stood out among his fellows; as a builder, transforming a vast expanse of raw prairie land into fruitful fields and thriving towns, he had few peers; as a promoter of civic and social activities in his home community none excelled him.

A native Texan, having been born in DeWitt County in 1853, Mr. Kleberg was graduated from the law school of the University of Virginia and set up as an attorney at Cuero, later moving to Corpus Christi, where Captain Richard King, founder of the Santa Gertrudis Ranch, became one of his clients. After the death of the latter, in 1885, he was prevailed upon by the widow to abandon his practice and assume control of the ranch, and all the enterprises of which it was the center. Under his efficient management, the property expanded rapidly, until it became the largest cattle ranch in the United States, embracing approximately 1,250,000 acres—an area almost the size of the State of Delaware—and being stocked at one time with 150,000 animals. An extensive program of improvement was mapped out, including the gradual

displacement of the old Texas Longhorns, with which the place was stocked, by grade Shorthorns, Herefords, and dairy breeds. Ever experimenting, in his search for better strains and methods, with the aid of his sons he developed a Brahma-Durham cross especially adapted to the climatic and feeding conditions of the Gulf region. (See the article, "The 'Santa Gertrudis' Breed of Beef Cattle," by Robert J. Kleberg, Jr., in the June, 1931, issue of THE PRODUCER.) Recently a herd of Afrikander cattle was imported from South Africa for similar experimental purposes. In addition to his cattle, Mr. Kleberg gave much attention to the breeding of horses. To him, more than to any other man, the State of Texas is indebted for the solution of its tick problem.

Convinced that the coast territory had rich possibilities as a general agricultural section, if only the difficulty of water could be overcome, Mr. Kleberg, firm in his belief that sufficient water-bearing strata lay a few hundred feet below the surface, set to work digging artesian wells. His faith was abundantly rewarded. Today there are about 1,000 acres under cultivation at the King Ranch, producing an abundance of forage crops, grains, cotton, and citrus fruits.

The annual shipment of thousands of cattle (mostly sold as yearling steers), and the development of the resources of the region, called for more adequate means of transportation. Three hundred miles of track, connecting the ranch with the St. Louis, Brownsville & Mexico Railroad, were consequently laid by a company, under the dynamic direction of Mr. Kleberg, opening up the wilderness to civilization and settlement. The first train moved over the rails in 1904, and from that year the city of Kingsville, now boasting 5,000 inhabitants, dates its existence. Raymondville and Lyford are other towns laid out by Mr. Kleberg—all along thoroughly modern lines.

Resisting oft-repeated pressure, Mr. Kleberg never entered public life, content to devote himself wholly to his work as a stock-raiser, and to the industries, civic affairs, and benefactions to which he gave so much of his time and substance. For many years he served successively as a director, vice-president, and president of the Texas and Southwestern Cattle Raisers' Association.

The ranch home of Santa Gertrudis is one of the show places of Texas. It is of Moorish-Spanish architecture, constructed of white stucco, and is said to have cost \$300,000 to build. Here a lavish hospitality was displayed, many distinguished guests having been sheltered under its roof.

In 1886 Mr. Kleberg married Alice Gertrudis King, daughter of Captain King, who survives him. Five children were born of this union—three daughters and two sons. Of the latter, Richard M. represents his home district in Congress, while Robert J., Jr., who took over the management of the ranch upon his father's retirement five years ago, now becomes active head of the estate.

M. K. Campbell

October 12 this veteran cattleman passed away at his home in Wichita, Kansas. The Campbell ranch at Sitka, in the southwestern part of the state, was long noted for the quality of its steers and breeding herds, as well as for the excellent condition of the property. Mr. Campbell, who reached the ripe age of eighty-three, was of the pioneer type, sturdy in his devotion to his chosen calling, incorruptible in all his dealings, and generous in his labors for the ad-

vancement of his state and his community. He was a charter member of the Kansas Live Stock Association and had served as its president. For several years he was a member of the Executive Committee of the American National Live Stock Association.

CONVENTION HEADQUARTERS

Headquarters for the Thirty-sixth Annual Convention of the American National Live Stock Association at Ogden, Utah, January 12-14, 1933, will be at Hotel Bigelow. With its large convention hall and ample dining-room facilities, this hotel is fully equipped for the national convention.

Rates for rooms are as follows: Single rooms with shower, \$2 and \$2.50; with shower and bath, \$4 and \$5; with bath, \$2.50, \$3, \$3.50, and \$4. Rooms for two, with shower, \$3 and \$3.50; with shower and bath, \$5.50 and \$6.50; with bath, \$3.50, \$4, \$5, and \$5.50. Twin-bed rooms, \$5.50 and \$7.50.

Reservations should be made early. Specify the price you want to pay for your room.

MILK PRODUCERS INDORSE FARM BOARD

THE SIXTEENTH ANNUAL CONVENTION OF THE National Co-operative Milk Producers' Federation was held in San Francisco, October 3-5, 1932. Full approval of the Federal Farm Board and its policies with reference to the dairy industry was voiced by Harry Hartke, president of the organization, and a resolution was adopted expressing appreciation of its "immeasurable assistance to the co-operative movement." Previous action taken by the federation, asking that the stabilization provisions of the Agricultural Marketing Act be repealed, was reaffirmed.

On the question of oleomargarine, the directors were requested to look into the matter of partial nullification of state laws taxing butter substitutes by shipment of such substitutes in original packages. Adequate import duties were demanded on animal, vegetable, and marine oils and fats, and the raw materials from which these are extracted, entering in competition with the products of members of the affiliated organizations. Immediate independence of the Philippine Islands was favored; or, in lieu thereof, a graduated upward scale of duties upon imports from the islands or a graduated downward scale of amounts of imports admitted duty-free.

EASTERN CO-OPERATIVE JOINS NATIONAL MARKETING ASSOCIATION

MEMBERSHIP IN THE NATIONAL LIVE STOCK Marketing Association was recently extended to the Eastern Live Stock Co-operative Marketing Association, with headquarters at Baltimore, Maryland. This is the twenty-fourth co-operative agency to join the National, the chain of producer-owned and producer-controlled organizations now operating from coast to coast and from Canada to the Gulf.

The Eastern Association was organized in September, 1931, by stockmen and farmers in Virginia, West Virginia, Tennessee, Maryland, North Carolina, Pennsylvania, and New York. It commenced operations at the Union Stock Yards, Baltimore, on August 1, 1932. Thomas B. Glascock, of Upper-ville, Virginia, is president, and L. T. Skeffington, of Baltimore, manager.

DEAL THEM EVEN

PAY THE LAST ITEM

IT IS THE ONE BRINGS THE BEST RESULTS. IT IS THE ONE THAT HELPS
REGULATE AND STABILIZE ALL CHARGES

FREIGHT CHARGES PAID

COMMISSION

CHARGES PAID

FEED BILLS PAID

OPERATING

CHARGES PAID

AMERICAN
NATIONAL
LIVE STOCK
ASSOCIATION ?

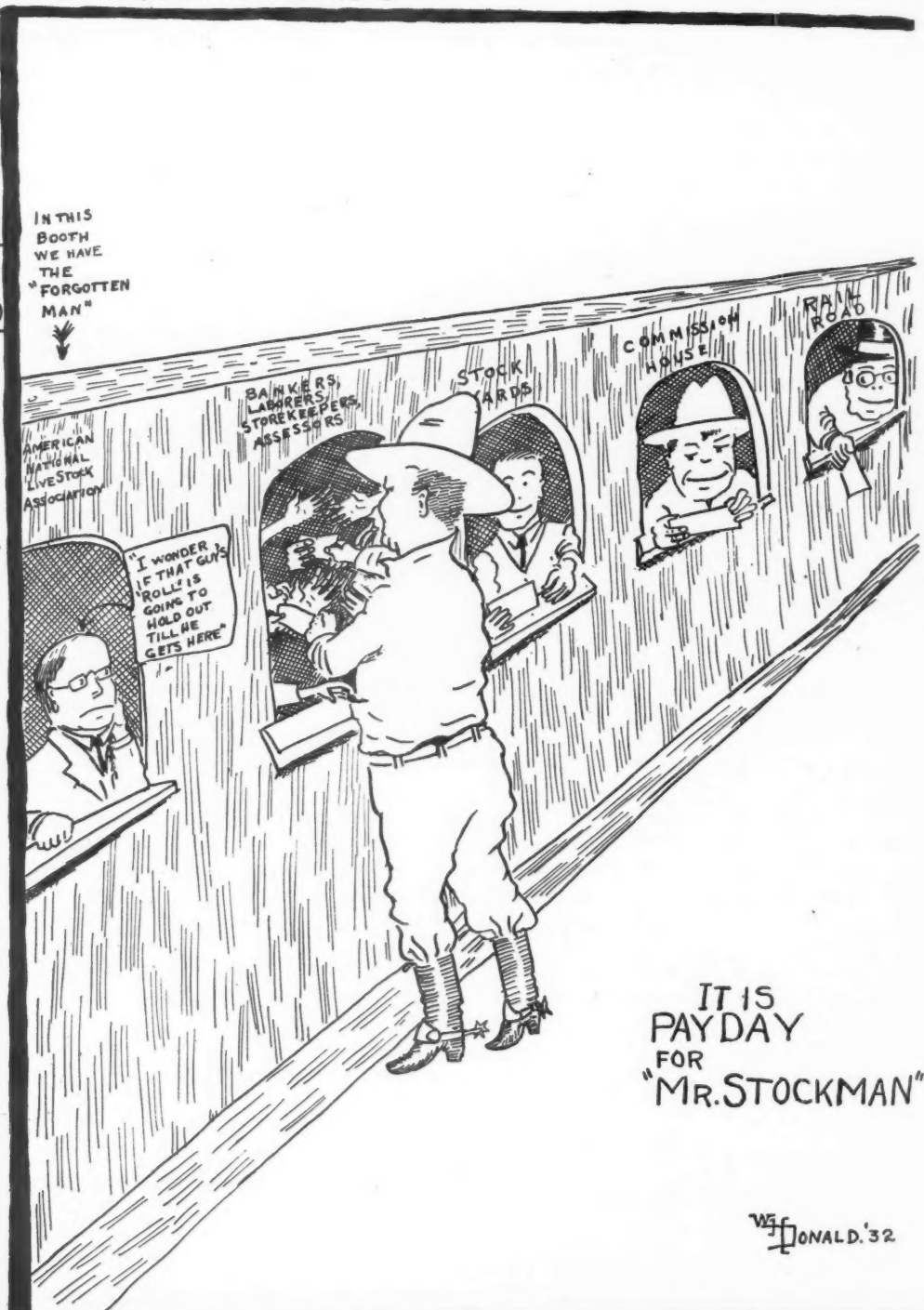
(FOR REPRESENTATION &

ATTORNEY'S FEES AT —

FREIGHT-RATE HEARINGS,

STOCKYARDS INVESTIGATIONS,

TARIFF REVISIONS, ETC.)



IT IS
PAYDAY
FOR
"MR. STOCKMAN"

W. DONALD '32

The above drawing from the hand of the well-known cowman-artist, "Bill" Donald, of Melville, Montana, merits your careful study. Association dues are an investment, the returns from which are sure. It is to your own interest to "Deal Them Even."—Editor.

THE STOCKMEN'S EXCHANGE

PROPER CONSTRUCTION OF WATERING-TROUGHS

OAKLAND, CAL., October 18, 1932.

TO THE PRODUCER:

In the October issue of THE PRODUCER is an article entitled "The European Fat Situation," in which is shown a watering-trough. Note the unnatural position of the cow in the foreground when drinking. I claim that no animal will drink properly at such a disadvantage.

To begin with, nature provided that cattle should eat and drink at the hoof level. You will notice that the trough is too high for the cow to drink out of in her natural way. When the water becomes low, as shown in the view, she almost has to choke in order to reach it. On the other hand, if the trough was full, she would have to sink her chin in the water to the level of her mouth, in order to drink at all.

Take a look at your cow when she is drinking from a natural water-hole. You will notice that she seldom wades in to drink. She will lower her head until both lips touch the water evenly. Then notice how easily she drinks! Did you ever try lying down to a water-hole to drink, more especially from running water, getting both your nose and your chin wet? If not, try it once! You will then know how disagreeable it is. When building watering-places for your live stock, give the matter your special attention, and construct something that will suit their nature better.

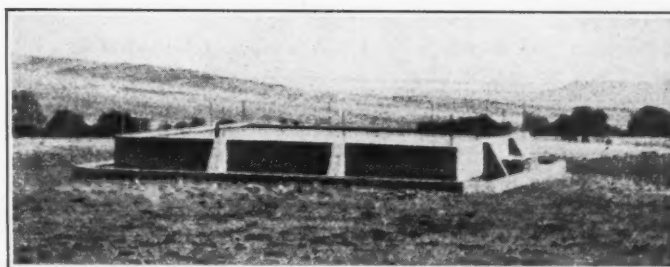
I have followed cattle from Old Mexico to Canada. I have watered them by the thousands. I have seen them drink from rivers, lakes, dams, springs, troughs, and tubs. I have watered them in cold countries, where it was necessary to cut troughs in the ice, and with a crowbar punch a hole through the ice, so the trough would fill with water. I believe I know how to water cattle under any and all circumstances.

In 1928 Ed Hooker, manager of the Sierra Bonita Ranch, near Willcox, southern Arizona, asked my advice in the development of watering-places on his range. After looking over my plans, he accepted my idea. The accompanying view is the result of my engineering.

From 1872 to 1928 there no doubt had been many changes made at this particular spring. In that time many wooden boxes had decayed, and new ones had replaced them. My idea was to build so that there would be no boxes to decay. I therefore cleaned the spring out thoroughly; then, placing a perforated pipe at a certain level, I connected it with the lead pipe, which, when incased in concrete, forced the water through the perforated pipe. I then filled the spring with gravel to about four inches above the water level. By sealing it over with four inches of concrete, I made it trash- and sediment-proof.

A pipe-line one and a quarter miles long brought the water down to a suitable level for a reservoir or storage tank. As this was made of concrete, without anything unforeseen happening, it will be a watering-place in the year 2028.

Making a trough one foot deep allows the cattle to drink naturally. This also is low enough for a calf to drink from.



WATER-TROUGH CONSTRUCTED BY MR. YOKUM

Water piped from spring in narrow, rough canyon. Reservoir 30 by 30 feet; capacity, 31,000 gallons

The storage tank is 30 by 30 by 4½ feet, inside measure, and will hold 31,000 gallons of water. The trough extends all the way around, and is 5 feet wide and 1 foot deep, making 150 feet of watering space—enough room to water a herd of 3,000, should there be occasion for such.

J. C. YOKUM.

NECESSITY OF KEEPING COW HERDS DOWN

DOUGLAS, ARIZ., October 3, 1932.

TO THE PRODUCER:

Range conditions in Arizona are rather spotted, but I think that most of us will get through in fair shape. Prices, of course, are not all that we could desire or that we had hoped for. Lots of calves have gone out and are being contracted for at 3½ to 4¼ cents. Recently some of us contracted our year's calf branding at 5 cents—which might have been worse.

I have read government reports which claim that our cow population is getting to be rather excessive. If American cattle-producers could be educated to understand that they must keep their herds cut down and raise better cattle, there might be some prospect of better prices. Overproduction is the great trouble with all our producers. We could keep our cow population down if we would just do it. During the past ten years I have reduced my cow herd to about 20 per cent below what I had always been in the habit of carrying on my range, and have used the best bulls that I could buy. I have found that I can always dispose of my salable stuff at some premium.

F. P. MOORE.

"Thanks for the August number of THE PRODUCER. I took it home, and, although we thought we already had too many periodicals, we decided unanimously that we must have it for a year."—F. R. CARPENTER, Hayden, Colo.

WHAT THE GOVERNMENT IS DOING

FOREST GRAZING FEES

UNDER PRESSURE OF MANY APPEALS FROM organizations and individuals in the national-forest states, that further concessions be made in the case of such permittees as find it difficult to meet the payment of grazing fees for the current year, already cut in half, and that the 1933 fees likewise be reduced 50 per cent, the Secretary of Agriculture has let it be known that, while it is not possible at this time to make a final decision with regard to the question of 1933 fees, permittees unable to make payments before December 31 of their dues for 1932 will be treated "with sympathy and leniency."

PAYMENT OF SEED LOANS DEFERRED

THE TIME FOR PAYMENT OF SEED LOANS MADE to northwestern farmers by the government in 1930 and 1931 has been extended to 1933. About \$4,000,000 is still outstanding on these loans, which were to have been met from the returns of this year's crop. This is in addition to the \$17,455,000 in seed loans for 1932, payment of which was recently extended to next year.

RECONSTRUCTION FINANCE CORPORATION

FOR THE EIGHT MONTHS FROM FEBRUARY 1 TO September 30, 8,234 loans, aggregating \$1,550,086,689, had been authorized by the Reconstruction Finance Corporation, according to a report covering operations for the third quarter of the current year. Chief items of expenditures include loans of \$705,531,979 to banks and trust companies, \$228,051,573 to railroads, \$80,485,999 to mortgage loan companies, \$80,310,984 to building and loan associations, \$59,433,319 to insurance companies, \$11,450,000 to federal land banks, and \$10,688,953 to live-stock credit corporations. The

sum of \$185,035,489 already had been repaid on loans previously advanced.

Up to September 30 the corporation had made available for relief an amount totaling \$140,060,171. Of this, \$35,455,171 was for relief loans to states, \$53,105,000 for self-liquidating construction projects, and \$53,000,000 for financing the marketing of agricultural commodities and live stock. Between that time and October 20, however, additional loans on self-liquidating projects had brought the total of this item up to approximately \$224,000,000.

* * *

A special division of the Reconstruction Finance Corporation has been organized for promoting the sale abroad of such agricultural products as cotton, grain, fruits, and pork. Under the terms of the Relief Act, such sales are authorized when the surplus cannot be financed through the ordinary channels of commerce, and when the sales, in the judgment of the corporation, will not adversely affect world prices.

At present an application for a loan of \$8,000,000 to the Farmers' National Grain Corporation to finance the sale of 15,000,000 bushels of wheat to China is being considered.

PROPOSED STANDARDS FOR COUNTRY HIDES

EARLY THIS YEAR A CONFERENCE WAS HELD AT Washington, D. C., between representatives of the Department of Agriculture, tanners, and hide-dealers, for the discussion of uniform standards for country hides. As a result of this meeting, a tentative set of standards has now been issued by the Live Stock, Meats, and Wool Division of the Bureau of Agricultural Economics.

The proposed standards apply to market classes and grades of butcher and country green-salted cattle hides. These are divided into two classes, unbranded and branded, with subclasses of extremes, buffs, heavies, and bulls, determined by trimmed weight. Three grades are provided for, according to pattern (shape or outline), relative freedom from deep scores or gouges, grub-holes, hair-slips, scabs, sores, warts, tick damage, etc., and degree to which the hides were cured with salt containing no injurious substances. In addition, there is a classification, "rejects," of heavily damaged hides, used only for glue stock.

"These standards and the import duty ought to bring further benefits to domestic hide-producers," writes Edward A. Brand, attorney for the Calf Tanners' Association, who calls attention to the recent encouraging upturn in hide prices, which he ascribes to the stabilizing effect of the tariff, resulting in an increase of 12 to 15 per cent in the consumption of domestic hides in 1931 over 1929. He also points out that it has been decided to use leather made from American hides for the furniture in the new House Office Building at Washington.

Painter HEREFORDS

We specialize in the rugged, large-boned type of Herefords, rather than the smaller, fine-boned show type.

Quality has no substitute

JOHN E. PAINTER & SONS

ROGGEN, COLORADO

OUR TRAFFIC PROBLEMS

SUGGESTIONS FOR MODERNIZING RAILROAD TRANSPORTATION *

BY JOHN CURRY
San Francisco, California

LET US STAND AT SHASTA SPRINGS STATION. The Cascade Limited pulls across the Sacramento River bridge and rolls past. This train left San Francisco 9 hours ago. It has averaged 36 miles per hour. It will reach Seattle 18 hours later, making the remaining distance at 35 miles per hour. It is an extra-fare train—\$3.

Let us go to Colfax station. A great fruit block pulls in. There are 70 carloads of grapes in the train. Two huge locomotives are required to haul it.

Let us go to Burlingame, 16 miles south of San Francisco. A commuter train rushes by at 60 miles per hour. The engine sways violently.

Let us analyze these trains. Similar examples exist throughout the United States:

There are 115 passengers, say, on the Cascade. The dead weight of equipment hauled, including dining-car, club-car, and locomotive, is about 16,000 pounds per passenger. This is almost as heavy as the largest tank truck operating on California highways, which weighs 18,250 pounds and has a capacity of 2,250 gallons of gasoline.

The Pullman cars in the Cascade differ little from the original Pullman of 1858, so far as convenience is concerned. If you are over six feet tall, you must recline diagonally in your berth or double up your knees; and, in the upper berth, your head will probably come in contact with a chain unless you double up. No lavatory conveniences are handy—you must walk to the end of the car. You pay a surcharge of 50 per cent in addition to the regular Pullman fare, because you are using the most luxurious service furnished by the railroads.

There are about 15 tons of grapes in each car in the freight train, or a total of 1,050 tons for the seventy cars. Each refrigerator-car weighs 25 tons when empty. Each car contains 5 tons of ice. About 80 per cent of the cars will be returned empty. We, therefore, have 1,750 tons of cars, 350 tons of ice, plus the weight of the locomotives and caboose, moving eastbound. Later, when the empty cars return, we shall have 1,400 tons of cars, plus the weight of the locomotives and caboose, moving westbound. Consequently, in order to haul 1,050 tons of grapes, the railroads must haul over 4,000 tons of equipment and ice. The shipper pays for hauling five times the weight of his grapes.

The commuter train runs near a state highway. An autoist in a sedan on the highway can travel with ease at 60 miles per hour. He can freely converse, and is not bothered with noise or vibration. The weight of the eight-cylinder sedan is 2.1 tons, or 1,000 pounds per person.

Fundamentally there has been no improvement in the method of transmitting power to the driving wheels of loco-

motives for over one hundred years. The same method is still employed—piston and drivers. Fundamentally the method of braking has not been improved. The same method is now used as was employed by our early western stage-coaches—that is, application of the brake-shoe to the tire. No progress has been made in increasing the speed of trains. In 1893, New York Central Engine 999 was driven at a rate of 112 miles per hour. Today, thirty-nine years later, the Twentieth Century Limited, an extra-fare train, covers the same stretch of track—between Buffalo and Syracuse—at half the record speed of 1893.

The average capacity of freight-cars in the United States for 1928 was 46 tons. In that year the average load per car was 25 tons. Thus only 54 per cent of capacity was used. If a method could have been devised to use the full capacity of each car, we should have loaded 27,851,000 cars instead of 51,576,000. However, it is hopeless to expect that the full carrying capacity of the present equipment can be utilized, because the railroads in 1928 employed 31 per cent of their cars to haul 2.68 per cent of their tonnage (less-than-carload freight), while 69 per cent of their cars carried 97.32 per cent of their tonnage (carload freight). Further, in 1928, freight-cars averaged 31 miles per day throughout the year, but when in trains they averaged 310 miles per day. This means that the average freight-car was standing still 90 per cent of the time. Taking these matters into consideration, we find that, if all cars were loaded to capacity, and if all cars moved 310 miles per day on the average, we could get along with 6 per cent of our present freight equipment. This shows where the trouble is. Two vital improvements are needed: first, the capacity of cars must be less, to suit the needs of business; and, second, equipment must move oftener and faster.

In 1928 the average number of passengers per car was 13; the average seating capacity per car was 69. Therefore 81 per cent of the seating capacity was not utilized.

Heavy locomotives and heavy cars require heavy rails. It is practical to operate them only in long trains. Hence it is reasonable to assume, with the present trend, that branch lines will grow more and more expensive to operate, with the result that the only satisfactory profits, under present methods, will be made from main-line operations and carload traffic.

It is clear that railroads cannot effectively compete with trucks at present, because of the slow movement of rail freight, the necessity of switching, and the delays incident to loading, unloading, and transfers.

Among numerous methods of transporting freight, two stand out. One may be called the "steamship" method, whereby one unit carries a great tonnage. The other may be called the "conveyor belt" method, used for moving large tonnage in small units. The railroads may be said strongly to favor the "steamship" method; that is, if a large tonnage is to be moved, they endeavor to transport it in the smallest number of units possible.

It is quite clear that the following are needed: (1) smaller

* Copyright, 1932, by John Curry.

cars for carrying freight; (2) smaller cars for carrying passengers; (3) smaller sleeping-cars; (4) smaller and much faster power units.

It is not necessary that we should have great, heavy locomotives, cars, and rails. Speed and less dead weight are far more essential requirements than the ability to crawl along slowly with heavy loads.

The railroads, however, have one immense advantage that trucks and busses probably will never have, and that is their private road-bed. This is their greatest potential asset, although many railroad men seem to think it is a liability. The location of rails on a private right-of-way permits the railroads to operate at practically any speed they desire.

For motive power, the railroads might well experiment with small power units, instead of the present locomotive behemoths, which are clumsy, inflexible, slow, and antiquated. Why not try small, powerful gasoline units, and small, powerful electric units? And low semaphores could be used, extending a few feet above the ground, instead of the present wind-mill towers.

It also appears that more satisfactory wheels could be used; hence light flanged wheels, with solid or pneumatic tires, may be quite appropriate. The reduction in noise, vibration, and weight would be most material.

Railroad men apparently believe that the private auto on the highway represents traffic that is lost forever. Why not transport autos and busses, including occupants, and also transport trucks?

This could be done by constructing light chassis, with solid or pneumatic rubber-flanged tires to operate on rails, with an extremely low center of gravity, and with a movable platform, equipped with channel runways for autos and trucks. The platform could swing horizontally to allow autos and trucks to run on and off under their own power. Each flanged chassis to carry one auto or truck, and the chassis to be coupled into trains.

Automobiles are so convenient that the railroad cannot expect to induce people to abandon them in favor of passenger trains. However, if autos could be loaded on flanged chassis, as described above, they could move along in chassis trains at a speed twice as fast as they can now safely average on the highways.

Right now, truck trailers weighing only 4,700 pounds are being constructed to carry 20,000 pounds. It is, therefore, reasonable to assume that rubber-tired flanged chassis, to operate on railroads, and sufficiently strong to hold a 3,000-pound auto, would not have to weigh more than 5,000 pounds. The total weight of a chassis with a small auto on board would be 8,000 pounds, or about the same amount of dead weight as is now carried for each passenger in the average railroad coach. Using an operating cost of 3 mills per gross ton-mile, the cost of hauling the minimum-weight auto on a chassis might be only 1.2 cents per mile. It may be possible to haul the smallest auto for a charge as low as 2 cents per mile. Charges for heavier autos, trucks, and busses could be graded upward. Such chassis could be handled in chassis trains hauled by strong motive-power units at a speed of 60 miles per hour and up.

In all cases, where practicable, box-car and other freight-car bodies could be constructed as auto trailers, removable from the flanged chassis, so that flanged freight equipment would be skeletonized, and not remain idle while freight was loading or unloading. Deliveries would not have to be made by switch engines. Each train, on arrival at destination, could have all such trailers removed by tractors from the chassis, and immediately hauled to the consignee's door. Valuable property now used for switching and break-up yards

could be released. Chassis trains could be arranged so that the maximum net tonnage would be 300 tons. Freight-cars or freight-car bodies could have a maximum capacity of 15 tons. Eventually we should have practically all freight-car bodies removable from flanged equipment, except in cases of highly concentrated movements, such as coal, where cars are automatically dumped.

A revolution is obviously necessary in the handling of less-than-carload freight. A system whereby one-third of the freight-cars are used to haul one-fortieth of the tonnage cannot be considered profitable. Besides, there are now a variety of ways for handling less-than-carload freight; for example, hauling direct to the freight-sheds, pick-up and delivery methods, container method, and forwarding companies. We also have the passenger-train service—that is, baggage and express. A consolidation of all these into one simplified system would no doubt be of great benefit. The following is offered: Arrange to handle all less-than-carload traffic under the supervision of a unified organization, using trucks to pick up; then hauling to central locations; then transferring to trailers tagged for specific destinations; then hauling the trailers to chassis trains, and transporting by rail to the respective destinations.

For transportation of passengers, build light cars, on rubber-tired flanged wheels, with a capacity of 30 passengers. For sleeping-cars, use light units, on rubber-tired flanged wheels; each car to consist of four separate rooms with side entrances; the rooms designed to be similar to, and containing all the conveniences of, compact hotel rooms. This will avoid the enormous waste of Pullman aisle space, and give to the traveling public the conveniences they should have.

By using the above methods, we could have lighter rails, more severe grades and curves, and many more miles of railroads, with lower construction costs. By taking autos and trucks off the highways, great hazard would be eliminated, and depreciation lessened.

By using cars for hauling freight with a maximum net capacity of 15 tons, and in trains with a maximum net tonnage of 300 tons, the railroads could adopt the conveyor-belt method and abandon the steamship method. Trains would move fast. No time would be lost with idle flanged equipment. The number of trains would increase, but less equipment would be required.

Many other details and incidental subjects might be mentioned in connection with the above, but such considerations would unduly prolong this article.

Our railroads are hauling too much dead weight; they are moving too slowly; their equipment is idle too much of the time; equipment is not suitable for the business offered nor for potential business. The proposals I have outlined are designed to overcome these difficulties.

INTRASTATE FREIGHT RATES ORDERED RAISED

NINE STATES—ARKANSAS, IDAHO, KENTUCKY, Louisiana, Montana, Nebraska, Oklahoma, Texas, and Utah—have been required by the Interstate Commerce Commission to permit their railroads to put into effect rates which will be in conformity with the decision rendered in the 15 per cent freight-rate increase case. Intrastate rates on certain class and commodity traffic, the commission finds, have resulted in unjust discrimination against interstate commerce from the fact that these states have refused to allow the railroads to increase their charges to correspond with those maintained on interstate traffic.

LIVE-STOCK RATE CASE

FINAL ARGUMENTS IN THE REOPENED GENERAL Live-Stock Rate Case under Docket No. 17000, Part 9, were presented before the full membership of the Interstate Commerce Commission at Washington, D. C., on October 13 and 14. Charles E. Blaine attended for the American National Live Stock Association; for the Texas and Southwestern Cattle Raisers' Association, and southwestern live-stock interests generally, appeared H. D. Driscoll; Secretary J. H. Mercer spoke for the Kansas Live Stock Association, F. Chatterton for Wyoming shippers, Arthur M. Geary for those of the northwestern states, Hugh La Master for Nebraska, and D. L. Kelley for South Dakota. Besides these and other spokesmen for producers, several packers and stock-yard companies were represented. As usual, the railroads had a large array of legal talent present.

This long-drawn-out case, starting with the passage of the Hoch-Smith Resolution by Congress in January, 1925, and decision being rendered in June, 1931, was reopened by the commission on its own initiative after the Supreme Court of the United States, last winter, had reversed the findings in the Western Grain Rate Case, for the reason that the commission had failed to consider changes in general economic conditions since the first hearings were held. On the basis of such changed conditions, stockmen's representatives, in briefs submitted and orally at the hearings, presented voluminous testimony showing that the live-stock industry today was in no position to stand higher freight rates, and warning the carriers that, if they expected to keep their live-stock traffic, they must lower their charges instead of raising them. On the other hand, attorneys for the roads argued eloquently that they could not afford to haul live stock for any less, and that the tariffs should be left as they were or increased.

HEARINGS ON CHANGE-OF-OWNERSHIP RULE

HEARINGS ON THE SALE-IN-TRANSIT PRIVILEGE obtaining at Denver, Ogden, and Salt Lake City will be held at Excelsior Springs, Missouri, before the Interstate Commerce Commission, beginning December 2. On behalf of the American National Live Stock Association, the National Wool Growers' Association, and the Kansas Live Stock Association, Charles E. Blaine, traffic counsel of the first-named organization, has filed a complaint with the commission, and will attend the hearings. He has also asked the commission to hold a hearing at Denver at a later date, to give stockmen in the intermountain territory an opportunity to testify without incurring the trouble and expense incident to going to Excelsior Springs.

MODEL TRUCK LAW

REPRESENTATIVES OF THE PUBLIC-SERVICE COMMISSIONS of ten states in the Middle West, meeting at Kansas City early last month, drafted a model truck law which will be submitted to the convention of the National Association of Railroad and Utility Commissioners at Hot Springs, Arkansas, November 15-18. If the draft is there approved, an effort will be made to have the law placed upon the statute-books of the different states.

Features of the proposed law are compulsory insurance, establishment of minimum rates, police power for inspectors, taxation on the basis of mileage or flat fees, and cost of regulation to be paid from revenues. While the National Association long has been in favor of federal regulation of trucks,

it is believed that this goal will be reached sooner if a large number of states can first be induced to adopt uniform rules.

* * *

Conscious that powerful interests are arraigned against them, and desirous of effecting an arrangement which will accord equitable treatment to the railroads and at the same time give recognition to the motor truck as an essential element in modern transportation, one of the leading trucking organizations has suggested the following program:

1. That the uncertainty in the motor-truck industry caused by proposed legislation be ended through the prompt passage of moderate laws, including reasonable restrictions on weight and length.

2. That, as rapidly as possible, conflicting laws of the various states be nationalized.

3. That, rather than helping the railroads by injuring the motor trucks, legislation be enacted to free the railroads from the restrictions under which they are at present operating.

AID FOR DROUGHT-STRICKEN STOCKMEN

PERMISSION TO GRANT REDUCED RATES ON cattle and sheep in carloads from the drought districts of Wyoming to Montana, Colorado, Nebraska, and sections of Wyoming not affected by the dry weather of last summer, has been asked of the Interstate Commerce Commission by the Chicago, Burlington & Quincy and the Chicago & Northwestern Railroads. The carriers also propose to lower rates on live-stock feed from Colorado, Nebraska, and Kansas to stations in Wyoming. Full outgoing rates will be paid on live stock shipped to temporary feeding locations, but return transportation will be free. Rates on grain and mixed feeds will be reduced one-third, and those on hay one-half.

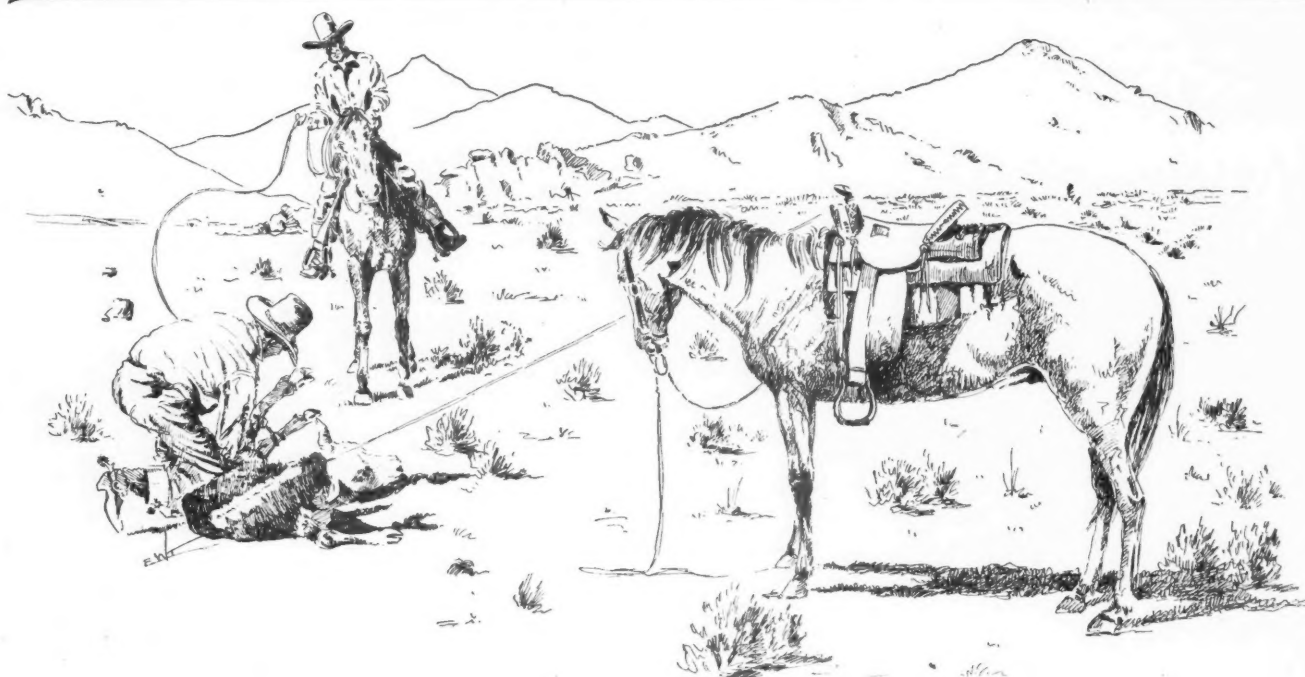
* * *

Emergency rates on live stock, grain, and stock feed into the drought-stricken area of eastern Colorado have been authorized by the Interstate Commerce Commission and the State Public Utilities Commission, beginning October 29. Rates on hay and straw will be reduced one-half; those on grain and other feed, one-third. Live stock shipped out of the affected district to territory having no feed shortage will pay the regular rate, but will be carried back home free of charge. The roads granting the reductions are the Union Pacific, the Chicago, Burlington & Quincy, and the Colorado & Southern. Applications must be approved by the governor of the state of destination.

OKLAHOMA CITY GAINS RATE CONCESSION

BEGINNING OCTOBER 30, REDUCED FREIGHT rates went into effect on carload shipments of live stock to Oklahoma City originating within 225 miles of that market. The new rates, which involve savings up to 33 per cent, are scaled on a distance basis, the greatest reductions being made on hauls from points nearest Oklahoma City. Shippers from the important cattle-feeding district around Chickasha will save as much as \$11 per car on cattle. Minimum weights on shipments remain as they were.

"THE PRODUCER proves to be a very valuable publication because of the authentic information it gives us concerning the live-stock industry throughout the country, and the many different angles attending it—i. e., transportation, marketing, tariff, etc. Mr. Poole's market letters are very informative, as well as written in a vein that makes them entertaining."
—WILLIAM D. BRINAN, San Ardo, Cal.



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THE MARKETS

LIVE-STOCK MARKET IN OCTOBER

BY JAMES E. POOLE

CHICAGO, ILL., November 1, 1932.

A MANY-ANGLED CATTLE MARKET DEFIES ANALYSIS. Tops have been out of line with bulks, and will be until after holiday beef trade has been satisfied. When the price-list cracked at the middle of October, the entire fabric slumped. From \$10.35, the top at Chicago dropped to \$9.25, reacting before the end of the month to \$9.85; but the crash carried the bulk of fed steers down to a \$6 to \$8 basis, few selling above the latter figure late in the month. Plain heavy steers were punished most severely, but yearlings came in for their share of vicissitude, few fat little cattle selling above \$7.75 at the bottom of the slump. Cheap steers had the benefit of stocker competition, getting off easily.

Range Cattle Share in Month's Down-Turn

Western range cattle also took punishment, \$6 stopping nearly everything in grass beef at the close of the season, whereas \$7.50 to \$8 represented early sales. Fleshy western feeders dropped \$1 per cwt. or more; good light stockers, 50 cents. So far as Chicago was concerned, the major portion of this year's western cattle-gathering went into the stock-cattle alleys, as condition of aged cattle was low, and the proportion of calves and yearlings large.

Price-Break Unevenly Distributed

So uneven was the October break in cattle prices that an adequate description is impossible. In some instances fleshy cattle acquired in July did not realize first cost in October, plain heavy steers lacking a reliable outlet, even at \$6 to \$6.50 per cwt. Just why one load of heavy steers was eligible to \$9.50, and another of about the same weight had to be content with \$6.50, puzzled feeders, but the explanation is simple: one type fitted a special New York or Boston demand, while the other had no specific call. Prices in the higher levels—anywhere from \$8.50 to \$10 per cwt.—were the result of competition for a limited and gradually contracting supply, while the proportion of warmed-up, soft-fleshed heavy bullocks increased as the season worked along. Any impression that demand for heavy beef has increased is erroneous, as those disposed to gamble on the plain, weighty type of steer have discovered before this.

Many Finished Steers Lack Weight

Fortunately a large percentage of the season's fed crop has lacked weight, and killers have been able to absorb light steers regardless of quality, condition being the important factor. Yearlings sold in October at anywhere from \$6.50 to \$8.75, the price range being as wide as that in quality and finish. Scarcity of good heavy cattle maintained prices at a higher level than yearlings reached; but, despite criticism, this was to the advantage of feeders, as, whenever the market wrestles with a surplus of weight, light cattle suffer. A high top pulls light grades upward, while a low top depresses them. Heavy cattle are entitled to a premium, and when they do not earn it the whole market gets out of joint. Demand for the high-priced, well-matured, and adequately finished beef cuts is always narrow, however, and the supply must be kept within the proper limits.

Feeder Nervousness Partly Responsible for Slump

For the October break, feeders were partly responsible, as they became semi-panicky, overloading the market with merely warmed-up steers that had no logical place in a beef supply, and would have been held in the feed-lot had prospects been more promising. October beef supply was thus expanded out of all proportion to trade needs. The moment the four major slaughterers—Swift, Armour, Wilson, and Cudahy—began killing in excess of 100,000 cattle in the aggregate weekly, trouble developed on the distributive side of the trade. October has always been a critical period, especially when summer-fed or warmed-up cattle are sent into competition with westerns, which was done this season.

Cows Dropping to Lowest Levels

Heifers stood the storm more effectively than cows, a \$7.50 top on choice heavy heifers being always quotable, although the bulk of the fed heifers sold at \$5.50 to \$6.75 on the slump. Cow prices dropped so low that further depreciation seemed impossible, \$2 to \$3 taking thousands of butcher cows, the dividing line between cutters and beef cows disappearing. Culling dairy herds added to the jam, repeating the experience of many previous occasions.

Hogs Slipping Back

Hogs slipped all through October, the gradual decline culminating in a crash during the final week, when the previous "low" of the year, last May, reappeared in a \$3.25 to \$3.40 trade, discrediting early-season prophecy and creating apprehension concerning the winter market. Despite prediction of curtailed production, the fact is that there will be plenty of pork to go around. Corn is cheap—a condition that has always filled the lard kettle and congested packers' storage space. This decline in hog prices, heralding, as it does, a low winter market, amounts to a tragedy to North American agriculture, despite low cost of corn. Packers have endeavored to get under the market at intervals, only to realize that the task is futile. Export demand for both meat and lard is falling down, and, despite the axiom that pork is the "poor man's meat," it is evident that the domestic market is narrow. Consumers, especially that element depending for sustenance on public eating-houses, has not had the benefit of low hog prices, and will not for various reasons, not the least being cost of service, which is out of proportion to the price of hogs and in large measure

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fixed by rents, labor cost, and other charges. There is danger that the hog product will pile up in packers' cellars during the winter to an extent that will necessitate cut-throat selling, from which neither consumer nor producer will derive advantage. At the end of October the hog-market prospect was anything but encouraging, only good hogs being acceptable to killers. Should the country put excessive weight on the new crop of barrows, disaster is possible, as heavy sows have been selling close to the \$2 mark at Chicago. Already interior packers are "picky and choosy," refusing to buy off-conditioned hogs, and at the market a cripple is a liability. Low temperatures should stimulate pork consumption, but a deplorable industrial situation affords scant encouragement for higher prices, the consensus of opinion being that the spring pig crop of 1932 will cash at the lowest prices on record. Farmers dependent on hogs to pay taxes, interest, and running expenses are in a sorry plight. Some wag suggests government loans to meat-consumers for the purpose of stimulating meat-eating. There is as much logic in this idea as in lending China money to buy our wheat surplus, as in either case the government is liable to lose.

Lambs Moving Down in Sympathy with Rest of Market

New lows have been uncovered in live-mutton trade, a large percentage of the fat lambs marketed in October selling at \$4.75 to \$5.25, with a small percentage up to \$5.75. Occa-

sionally it has been possible to boost prices 25 to 50 cents, but whenever this was done it was merely a prelude to a new low spot. Fat lambs and feeders have been frequently on a parity. Always feeders have apparently been more abundantly supplied with funds than killers. Feeding lambs were at the high point of the season; fat lambs, at the lowest. Sheep never had a chance, fat ewes selling monotonously at \$1.25 to \$2 per cwt.

LIVE STOCK AT STOCK-YARDS

APPENDED ARE TABLES SHOWING RECEIPTS, shipments, and slaughter of live stock at sixty-one markets for the month of September, 1932, compared with September, 1931, and for the nine months ending September, 1932 and 1931:

RECEIPTS

	September		Nine Months Ending September	
	1932	1931	1932	1931
Cattle*.....	1,231,652	1,279,116	8,656,014	9,653,364
Calves.....	457,234	518,478	4,074,896	4,507,163
Hogs.....	2,504,965	2,726,573	26,439,163	28,114,102
Sheep.....	3,238,613	3,900,041	22,180,101	24,073,826

TOTAL SHIPMENTS†

	September		Nine Months Ending September	
	1932	1931	1932	1931
Cattle*.....	624,975	687,753	3,541,625	4,154,432
Calves.....	148,052	172,696	1,210,500	1,359,660
Hogs.....	761,407	1,061,900	8,597,569	10,796,477
Sheep.....	1,891,762	2,454,673	10,419,715	12,086,170

STOCKER AND FEEDER SHIPMENTS

	September		Nine Months Ending September	
	1932	1931	1932	1931
Cattle*.....	346,654	348,418	1,345,786	1,522,827
Calves.....	43,026	41,505	206,990	207,127
Hogs.....	21,299	55,352	252,207	359,025
Sheep.....	535,258	1,262,347	1,871,946	3,269,244

LOCAL SLAUGHTER

	September		Nine Months Ending September	
	1932	1931	1932	1931
Cattle*.....	610,622	613,575	5,039,059	5,416,825
Calves.....	305,047	346,600	2,836,582	3,134,344
Hogs.....	1,739,164	1,662,704	17,814,457	17,294,061
Sheep.....	1,329,794	1,461,483	11,734,333	11,845,600

*Exclusive of calves.

†Including stockers and feeders.

BEEF PROSPECTS

J. E. P.

WHEN, AND IF, A TABULATION OF THE STOCK-cattle movement into finishers' hands during the latter half of 1932 is made, the fact will be disclosed that an ample supply of beef wherewith to replenish the national larder in 1933 has been made. The time has gone when an adequate idea of prospective production could be formed from central-market output, as, under new conditions, many sources of replacement exist. Country sales by the score add materially to the number of cattle that reach feeders. Some of these cattle pass through the markets; others take by-

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passes, going direct from pasture to feed-lot, so that anything like accurate statistics cannot be compiled. Enough is known to assure killers that they will not face lack of raw material.

Along last July financing problems suggested possibility that feeders would not be able to get the cattle needed, as President Hoover put it, to consume a superabundance of feed. When the government set-ups invaded the loaning sphere, this obstacle was eliminated to a large extent. Coincidentally private loaning agencies awoke to a sense of the situation, relieving money conditions and assuring competent, solvent feeders of purchase-money loans. Cattle-feeders in possession of profits from the past season's operations promptly put it back into cattle, creating a broad stocker market and, for a time, a healthy demand for fleshy feeders. Call for light cattle has never been appeased, but the fleshy-feeder market lost its bloom when operators realized that a considerable number of that type had been acquired, creating possibility of a surplus of plain heavy steers, which is the last thing to be desired. As it is, the Corn Belt, and other sections where winter feeding is a recognized practice, are going into the winter with a full complement of cattle of all types, weights, and ages. October developed a lower set of prices, light cattle declining 50 cents per cwt.; fleshy feeders, \$1 per cwt. or more. Suspicion exists that some of the fleshy feeders acquired early in the season will not pay out; in fact, some of them returned to market in October to earn less per cwt. than they cost. How the rest of the purchase will fare in the finality of the operation must be left to the winter course of fat-cattle prices.

Government money, as it is popularly termed, undoubtedly saved the day, both for feeders and for western breeders, as without it many would not have been able to get cattle. Federal intervention has been criticized, extolled, and discredited by faint praise. The policy adopted by this set-up has been commendably conservative, as the lame-duck element was given scant quarter. Competency and solvency were made the keynote of such financing, a potential borrower with equipment, knowledge of the business, reputation, and adequate feed alone getting recognition. Necessity for such relief has been attested by the large volume of capital thrown into cattle-purchasing channels, the Omaha branch of the set-up making loans approaching the million-dollar mark up to the end of October, practically the entire amount going into cattle purchases. Chicago did not get into action until late in October, but had barely opened before applications piled up. Misconception of the scope of this relief plan was naturally general, some borrowers laboring under an impression that money was to be shoveled out of a keg, regardless of the financial standing and moral risk of the applicant. On the day the Chicago office opened, a man applied for a check for \$5,000, explaining that he had already purchased and needed cash to settle that day. Others clamored for immediate payment, their idea being that they were participating in a "pork" distribution.

Feed is so plentiful and cheap all over the Corn Belt that this clamor for cattle-purchase money is logical. Farmers who would not give cattle a thought if corn could be sold at the elevator for even 25 cents per bushel decided to get into the feeding game, if the necessary cash could be borrowed. As grain prices declined, this demand became more vociferous, much of it coming from men lacking cattle-feeding experience, if not cattle sense. Even after the "impossibles" have been weeded out, enough cattle will have been put on corn to relieve all apprehension of a beef shortage, especially when impaired consumption is reckoned with. As it is, the day has been saved for western cattlemen, a large

number of steers of all ages, weights, colors, and types having been transferred from storage to finishing areas that otherwise would have remained in the West, if owners had not resorted in desperation to the contract plan, putting their bovine property in the hands of feeders of whose competency and financial ability they could not possibly have assurance.

The result has been that contract feeding will be of much smaller volume than would have been the case otherwise. Much as contracting has been extolled as a way out for both feeder and breeder, the fact is indisputable that it has many objectionable features, especially from the standpoint of the breeder, whose marked preference is to collect real money for his cattle when they pass out of his possession. Sending cattle from western pastures to feed-lots without even collecting earnest money, not to speak of paying freight, or waiting several months for return of the capital involved, means risk, possibly lawsuits, and, in many cases at least, dissatisfaction.

Cattle have been installed in feed-lots at a wide range of prices, ranging from \$3 to \$7 per cwt.—mainly \$4 to \$5.50. Some feeders have acquired common steers for winter fattening; others have put in choice calves and yearlings at \$6 to \$6.75 per cwt. It is axiomatic that the market needs variety, and when the wide range in quality and prices is considered, the outcome should be satisfactory from that standpoint. Feeders have a distinct advantage in the matter of gain cost, all kinds of cattle feed being at

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the lowest price-levels since Noah loaded his much-advertised ark. The October break in grain prices, developing new "lows" for all time, practically destroyed the cash market for corn, oats, and hay, leaving growers the alternative of feeding such production or letting it lie in the stack or crib. So bounteous was the harvest that feeders have assurance that the feed-bill will not advance during the feeding period.

FEWER LAMBS BEING FED

J. E. P.

WINTER LAMB-FEEDING PROSPECTS ARE SOMEWHAT reassuring. Lacking statistics, it is a reasonable assumption that production will be considerably under that of the previous corresponding season, and any decrease in slaughter should be favorable to prices. The fat-lamb market has been in a rut for months past, and cannot stay there indefinitely.

Northern California will be light, and east of Chicago fewer lambs will be fed. Iowa is well stocked, but should be out by the end of January. Michigan, Ohio, and Indiana have put in fewer lambs than last fall.

By the end of October grass western lambs were practically in, and, as feeders took on few thin westerns early in the season, a supply gap may develop in November. These contentions may, however, fall down as the crop is marketed. Demand must always be taken into the reckoning, and that phase of the trade has been a distinct disappointment recently, packers being forced either to hold sacrifice week-end sales at the Atlantic seaboard in October or to go to the freezer with unsold stock.

The 1932 lamb-gathering season has discredited all fore-

casts and been a distinct disappointment to western growers, despite a broader feeder outlet than seemed possible early. Every lamb marketed was produced at a loss—a condition that will inevitably curtail production, if continued. Farm-flock owners have had the best of the price argument, as they can deliver a lamb at the market at substantially less cost than the westerner.

Sheep are practically without a reliable market. Recently a Chicago commission man endeavored to interest the manager of the Cook County Poorhouse, with 5,000 indigent inmates, in mutton as part of the dietary, at 3 to 4 cents per pound; but the proposition was turned down with both thumbs. "They wouldn't eat it," asserted the poorhouse boss.

COMPARATIVE LIVE-STOCK PRICES

BELOW ARE FIGURES SHOWING PRICES ON THE principal classes and grades of live stock at Chicago on November 1, 1932, compared with October 3, 1932, and November 2, 1931 (per 100 pounds):

SLAUGHTER STEERS:	Nov. 1, 1932	Oct. 3, 1932	Nov. 2, 1931
Choice (1,100 to 1,500 lbs.).....	\$ 7.50-9.00	\$ 8.75-10.25	\$11.00-11.75
Good	6.25-7.75	7.25-9.00	8.50-11.00
Choice (900 to 1,100 lbs.).....	7.50-8.50	8.50-9.75	11.00-11.50
Good	6.00-7.50	7.00-8.75	8.50-11.00
Medium (800 lbs. up).....	4.50-6.50	5.75-7.50	6.00-8.50
FED YEARLING STEERS:			
Good to Choice.....	5.75-8.00	7.00-9.50	8.50-11.50
HEIFERS:			
Good to Choice.....	5.50-7.50	5.75-8.25	6.25-10.50
COWS:			
Good to Choice.....	3.00-4.00	3.25-4.50	3.50-4.75
CALVES:			
Good to Choice.....	4.00-5.00	4.25-5.50
FEEDER AND STOCKER STEERS:			
Good to Choice.....	4.50-6.25	5.25-6.75	4.75-6.75
Common to Medium.....	2.75-4.50	3.50-5.25	3.25-4.75
HOGS:			
Medium Weights (200 to 250 lbs.)....	3.15-3.35	4.00-4.15	4.65-5.00
LAMBS:			
Medium to Choice (92 lbs. down)....	4.00-5.75	4.00-5.75	4.50-6.75
EWES:			
Medium to Choice.....	1.00-2.50	2.75-4.00

HIDE MARKET SHOWS SIGNS OF LIFE

J. E. P.

LATE IN OCTOBER THE HIDE MARKET CAME TO life after a slumber period. Naturally resumption was at lower prices, and the buying movement had the earmarks of a temporary spurt. About 350,000 packer hides changed hands during the last week of October on a 6- to 6½-cent basis, or 2 cents lower than when the market shut up previously. Activity did not extend to country hides, which were 3½ to 4½ cents nominal, if that term means anything. South American hides firmed at 6 5/16 cents, in New York terms.

At intervals packers decide to clean up their accumulation, on terms dictated by tanners, who are apparently in independent position. That it is a weak market, and will be as long as this condition exists, will not be disputed. The hide take-off during the last three months of 1932 will be heavy, and, as feeders have been taking on cattle freely, winter supply will be ample.

Shoe factories are filling orders for cheap grades of footwear, but furniture- and automobile-makers are buying leather sparingly. Both hide- and leather-handlers are living on hope. Tanners' policy is to continue buying hides

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on a hand-to-mouth basis. To interest them, offers must be on a level of 6½ cents for heavy native steers, 6 cents for butt brands and heavy Texas, 5½ cents for heavy native cows, and 5 cents for branded cows.

WHOLESALE MEAT PRICES

WHOLESALE PRICES ON WESTERN DRESSED meats at Chicago on November 1, 1932, compared with September 30, 1932, and November 2, 1931, were as below (per 100 pounds):

FRESH BEEF AND VEAL

STEERS (700 lbs. up):	Nov. 1, 1932	Sept. 30, 1932	Nov. 2, 1931
Choice	\$12.00-14.00	\$14.00-15.00	\$14.50-17.00
Good	10.00-12.00	12.50-14.00	12.50-14.50
STEERS (550 to 700 lbs.):			
Choice	12.00-13.50	13.00-14.50	15.00-16.00
Good	9.00-12.00	11.50-13.00	13.50-15.00
YEARLING STEERS:			
Choice	12.00-14.00	13.00-14.50	16.00-17.00
Good	9.00-12.00	11.50-13.00	13.50-16.00
COWS:			
Good	6.50-7.50	8.00-9.00	8.00-10.00
VEALERS:			
Choice	7.00-8.00	9.00-10.00	11.00-13.00
Good	6.00-7.00	8.00-9.00	10.00-11.00

FRESH LAMB AND MUTTON

LAMBS (45 lbs. down):			
Choice	\$10.00-11.00	\$10.00-12.00	\$13.00-15.00
Good	9.00-10.00	10.00-11.00	12.00-13.00
EWES:			
Good	4.00-5.00	4.00-5.00	7.00-9.00

FRESH PORK CUTS

LOINS:			
8-12 lb. average	\$ 8.00-9.50	\$10.00-12.00	\$11.00-13.00

HOLDINGS OF FROZEN AND CURED MEATS

BELOW IS A SUMMARY OF STORAGE HOLDINGS of frozen and cured meats, lard, poultry, creamery butter, and eggs on October 1, 1932, as compared with October 1, 1931, and average holdings on that date for the past five years (in pounds except as otherwise given):

Commodity	Oct. 1, 1932	Oct. 1, 1931	Five-Year Average
Frozen beef	14,156,000	20,861,000	29,058,000
Cured beef*	11,857,000	14,310,000	15,887,000
Lamb and mutton	1,982,000	1,908,000	2,889,000
Frozen pork	78,569,000	81,559,000	104,767,000
Dry salt pork*	91,168,000	116,180,000	118,580,000
Pickled pork*	327,622,000	277,148,000	305,987,000
Miscellaneous	40,142,000	56,881,000	63,401,000
Totals	565,496,000	568,847,000	640,569,000
Lard	70,582,000	69,296,000	105,556,000
Frozen poultry	36,661,000	56,215,000	50,382,000
Butter	89,459,000	80,152,000	129,130,000
Eggs (cases)	7,299,000	10,911,000	10,708,000

*Cured or in process of cure.

WOOL TRADE MARKING TIME

J. E. P.

"MARKING TIME" IS THE ATTITUDE OF THE wool trade. Prices are irregular, trading spasmodic. That wool has "turned the corner" has become a stereotyped expression, and, as it is possible to move the property on a 50-cent clean basis, this assertion is given plausibility. Actu-

ally current demand is restricted to "piecing-out" requirements. Although the market has "stood the gaff," buyers have the whip-hand. They enter the market at their own time, and, if their price specifications are reasonable, they are able to dictate terms.

Statistically the market is in a healthy position. Supply, both at concentration points and in the country, is not excessive. Consensus of opinion is that the holding, other than in manufacturers' hands, does not exceed 175,000,000 pounds, which, under normal conditions, would be sufficient to serve all purposes until the new clip is available. What demand will be meanwhile is unascertainable. Economy is the policy of the masses. Dealers figure that wardrobe replenishment is becoming inevitable, especially with that element of the population which is in position to buy. Estimated consumption during the next six months is put at 25,000,000 pounds monthly, which is considered low, and should find the new clip in demand by next June.

Texas fall wools have sold at 10 to 11¼ cents per pound in the grease, or about 30 cents clean, landed at Boston. Spring wools recently offered at San Angelo were withheld from sale, as bids were considered too low.

At Boston twelve-month Texas wools are selling on a 45- to 47-cent clean basis. Fine territory staple is quoted at 45 to 47 cents. Half-blood Montana wool of the best type has sold at 21 to 22 cents, but only in limited volume. Manufacturers hope for increasing volume of orders after election. Foreign markets are easy.

Doubtless political influence has restrained potential buyers from operating recently. Meanwhile dealers are not forcing their wares on the market. The matter of winter

COMMISSION RATES REDUCED

By The Farmers' Union Live Stock Commission, Inc.,
Denver, Colorado

Effective November 1, the above agency is putting into force a reduction of from 15 to 40 per cent on selling charges of live stock at the Denver market. This is IN ADDITION TO the 20 per cent patronage dividends we have been paying for the last five years, and which will be paid on the 1932 business. This agency is farmer-owned and farmer-controlled, and one of the leaders at Denver; also associated with like agencies at all leading markets.

You cannot get better service than we give, and NO OTHER FIRM will share profits with you.

Herd Bulls

Range Bulls

PURE-BRED HEREFORD
CATTLE

PERRY PARK
RANCH

LARKSPUR, COLORADO

R. P. Lamont, Jr.

Owner

temperatures, especially this side of January 1, enters largely into the problem. Cold weather during November inevitably stimulates clothing-purchasing, whereas, if the public gets well into January without buying winter clothing, it makes an effort to wriggle through until spring. Wool trade may be said to be waiting on weather and post-election events.

FEEDSTUFFS

THE PRICE OF COTTONSEED CAKE AND MEAL, f.o.b. Texas points, was \$20 on November 3. On November 1, hay prices at Kansas City were as follows: Alfalfa—No. 1 extra leafy, \$12 to \$13; No. 2 extra leafy, \$11 to \$11.50; No. 1, \$10 to \$11; No. 2 leafy, \$9 to \$10; No. 2, \$7.50 to \$9; No. 3 leafy, \$7 to \$7.50; No. 3, \$5.50 to \$6.50; sample, \$4.50 to \$5; prairie—No. 1, \$7.50; No. 2, \$5.50 to \$7.50; No. 3, \$4 to \$5; sample, \$2.50 to \$3.50; timothy—No. 1, \$8 to \$8.50; No. 2, \$7 to \$7.50; No. 3, \$6 to \$6.50; sample, \$5 to \$5.50; timothy-clover, mixed—No. 1, \$7 to \$8; No. 2, \$6 to \$6.50; sample, \$5 to \$5.50.

"We find that your periodical carries almost all the items that are necessary to ranchers and stockmen."—P. W. POWERS, Quietus, Mont.

Cottonseed Cake

Manufactured to meet the needs of the discriminating Stockmen since 1907.

Quick shipments of calf size, pea size, and nut size cake and cake screenings at any season.

QUANAH
Cotton Oil Company
QUANAH, TEXAS

WANTED TO BUY—All kinds of empty Feed Bags—Oat, Bran, Cottonseed Meal, etc. Write us for prices and tags. Bruce Bag & Burlap Co., 1615 Pearlstone Street, Dallas, Texas.

TRADE REVIEW

CANADA'S PREFERENTIAL TARIFFS GO INTO EFFECT

OCTOBER 13, 1932, THE FIRST REPERCUSSIONS OF the trade agreements concluded this summer at the Ottawa Imperial Economic Conference reached the United States. On that date, tariff changes involving 262 industrial and agricultural products became effective. The list represents about 80 per cent of the total value of Canadian imports.

Imports from the United States are expected to suffer to the extent of \$75,000,000 to \$150,000,000, the business to be transferred to members of the British Commonwealth of Nations. Nearly half of this loss will be in steel and iron manufactures, on which either the duty on non-British shipments has been materially raised, or the same object has been accomplished by leaving the general rates as they were and letting British goods in free. Among the important items affected are automobiles, where the British duty has been removed; textiles, where the general tariff remains, while the British rate is cut; leather, where the British rate is reduced and the general rate increased. Other commodities on which the motherland is given substantial preferences include drugs, chemicals, electrical equipment, anthracite coal, rubber boots and shoes, tobacco, canned fruits, fertilizers, vegetable oils, soap, toilet accessories, crude petroleum, asphalt, glass, china and porcelain ware, aluminum products, and copper and other metal wire.

Further restrictions on America's foreign trade are to be announced shortly by other units of the British Empire. Those planned by Great Britain concern such export articles as wheat, flour, bacon, dairy products, condensed milk, fruit, soft wood, and metal goods. The general wheat duty will be 4½ cents a bushel, with Canadian wheat admitted free.

In announcing the new rates, Premier Bennett, of Canada, said that the Smoot-Hawley Tariff Act had closed the Dominion's market for farm products in the United States, and that the preferences given by Great Britain would make up much of this loss.

South Africa Gets Italian Beef Contract

The Italian army contract for the delivery of 22,400,000 pounds of frozen beef during the current fiscal year has been awarded to the Union of South Africa. The cattle used to fill this order are below first grade, and the price to the farmer is only \$3.65 per 100 pounds' carcass weight. Even this low price would have been impossible but for the export subsidy.

43% Protein Prime Cottonseed Meal and Cracked Screened Cottonseed Cake, Any Size
Also Cold Pressed Cottonseed

LET US SAVE MONEY FOR YOU ON CARLOAD ORDERS

Our location in the heart of the growing and milling districts and twenty years' experience should qualify us to serve you satisfactorily. Before making your contracts for feed, wire or write us for prices.

WESTERN FEEDERS' SUPPLY COMPANY

OUR AIM—Satisfactory Service

118 Live Stock Exchange Building, Fort Worth, Texas

FOREIGN

ENGLISH LIVE-STOCK LETTER

BY JOSEPH RAYMOND

[Special Correspondence to The Producer]

LONDON, October 15, 1932.

OTTAWA AT THE MOMENT STANDS FIRST AND foremost in the minds of students of meat-supply economics in this country. Of the principal facts at present emerging from the edicts of the conference, one thing is perfectly clear; viz., that the British public is to be required to pay more for its meat under the imperial arrangement plan. The permanence of the régime thus ordered on Canadian soil will be beaten out on the anvil of popular approval in the year ahead. By this I do not mean that the present decision will await any parliamentary vote either at Westminster or at the polls, but that, when dearer meat becomes an accomplished fact in the industrial districts of Great Britain, then we shall see—what we shall see.

In the communications between the New Zealand and the Australian governments and the home government the fact is expressly noted that a policy will be adopted that will have for its definite objective the twofold purpose of raising the price of meat to a remunerative level and of progressively increasing the share of the dominions in the United Kingdom markets.

The following are the maximum quantities of foreign mutton, lamb, and beef to be allowed to be imported into the United Kingdom during each quarter of the period from January 1, 1933, to June 30, 1934, expressed as percentages of the quantities imported in the corresponding quarters of the twelve months ended June 30, 1932: frozen mutton and lamb, January-March, 1933, 90; April-June, 85; July-September, 80; October-December, 75; January-March, 1934, 70; April-June, 65; frozen beef (carcasses and boned beef), 90, 85, 80, 75, 70, 65; chilled beef, 100 per cent throughout.

It is hardly to be assumed from the above quota system that the great chilled-beef import trade into Great Britain from South America will be left untouched. The allowance of a 100 per cent proportional import based on the previous year does not go so far as to imply that, as the fixing of the definite limit, *per se*, places the trade within confines, the effect of which may be considerable. Perhaps the Argentine chilled-beef exporters are not so greatly nervous concerning the result as those in other quarters who are responsible for the shipment of the lower qualities of the chilled article. There are many likely repercussions on which it is hazardous to venture at the moment.

The live-stock trade of England and Wales has been considerably depressed of late. Looking back farther over the past twelve months, one sees the same movement. At the commencement of the year, the average of \$7.05 (\$3.44 to £1) per live cwt. for second-quality cattle was about 69 cents below that of a year earlier, and at its close the difference was much the same, the index for the year being 8 points, or 6 per cent, lower. The fall in sheep prices has been very severe, a difference of 37 points, or 25 per cent, being recorded on the year, while at the present time values

INTERMOUNTAIN LIVE STOCK MARKETING ASSOCIATION

LOWERS COMMISSION RATES ON DENVER MARKET 15 TO 40 PER CENT

(OTHER FIRMS HAVE NOT MADE THESE REDUCTIONS)

Straight Carloads		Drive-In	
New Rates	Old Rates	New Rates	Old Rates
CATTLE\$16	CATTLE\$19	CATTLE, per head....60c	CATTLE, per head....75c
SHEEP\$16	SHEEP\$20	CALVES, per head....30c	CALVES, per head....35c
HOGS\$12	HOGS\$14	SHEEP, per head....15c	SHEEP, per head....25c
		HOGS, per head.....25c	HOGS, per head.....30c

With the Same High Standard of Efficient Sales Service Assured

Although the INTERMOUNTAIN has been operating on the Denver Market just two years, it stood second in total volume of business handled on the Denver Market during the month of September. In addition to savings offered producers and feeders on commission charges, the INTERMOUNTAIN LIVE STOCK CREDIT CORPORATION has loaned almost three million dollars, at a saving of more than \$80,000 in interest alone.

MAINTENANCE OF THESE SAVINGS DEPENDS ON YOUR PATRONAGE AND CO-OPERATION

The INTERMOUNTAIN carries one of the largest bonds of any firm on the Denver Market for the protection of members and shippers.

The Intermountain Live Stock Marketing Association

401 Live Stock Exchange Building

Denver, Colorado

have fallen below those in the pre-war years 1911-13. The fall has been practically continuous since April, 1930, when sheep were relatively much dearer than cattle. Pig prices were adversely affected by excess production and imports, and the seasonal rise which normally occurs in the winter was unusually small. Bacon pigs, however, in August this year were no cheaper than in December last, but pork pigs lost a further 50 cents per score in that period.

A good deal has been made of late—and not for the first time—of the allegation that retailers of meat are not passing on the progressive cheapness of meat, as represented in wholesale market values, to the British public. There are always those who tarry in the conveyance of such benefits, and the English butcher, as a class, claims to have encountered more losses in the shape of reduced turn-over than he has profits by way of cheaper wholesale purchases. However, a return just issued by the Ministry of Labor indicates that the public has not failed, after all, to get cheaper meat. In several cases meat is now actually cheaper to the English consumer than just before the war.

NOTES FROM FOREIGN LANDS

State Control of Foodstuffs for Ireland

The government of the Irish Free State has drafted a bill designed to give the state control of the growing and milling of all cereals, and the importation of all feed for live stock.

Modern Slaughter-House for British Guiana

An up-to-date slaughter-house has recently been opened in Georgetown, British Guiana, fitted with hygienic equipment and electric refrigeration. Bacon, ham, frozen beef, and other meats will be prepared.

New Zealand Gets British Corned-Beef Contract

New Zealand meat-exporters have been awarded a British admiralty contract for 1,000,000 pounds of corned beef for the use of naval depots. This is said to be the first contract of its kind ever placed in New Zealand.

Grasshoppers Sold for Fertilizer

Grasshoppers are reported to be quoted by the ton on the stock exchange at Rosario, Argentina. A commercial firm buys the insects, raked up in the grain-fields, and ships them to Germany for use as fertilizer. The current price is about \$1.15 a ton, f.o.b. Rosario.

Dutch Government Regulates Swine Industry

To relieve distress in the hog-raising industry, a law has been passed in the Netherlands, providing for government supervision of the export of hogs and pork products, and imposing a tax, in addition to import duties, on imports of such articles, as well as an internal tax on hogs slaughtered. The proceeds are paid into a stabilization fund, to be used in insuring hog prices corresponding with cost of production.

India Completes Mighty Irrigation Project

On January 13, 1932, the "Lloyd Barrage" across the Indus River in northwestern India was officially opened. This irrigation project, said to be the largest in the world, includes a system of 6,400 miles of canals. It will furnish water for 7,500,000 acres of hitherto almost barren land in the province of Sind, where the rainfall averages a trifle over six inches a year, and is expected to revolutionize agriculture in that region. The enterprise has cost about \$75,000,000.

Meat Trade Control Board in South Africa

The recently organized Meat Trade Control Board in the Union of South Africa has been charged with the duty of determining the maximum number of slaughter animals that may be transported and that may be sold, as well as fixing the maximum price to be paid, with the object of securing a more thorough regulation of the quality of exports and uniformity of prices paid producers.

Export of Eland Meat

The suggestion is made that eland meat be made an article of export from South Africa. The eland is a large antelope, with pronounced bovine characteristics, standing six feet at the shoulder and weighing a ton when full-grown. It is easily domesticated and breeds readily in captivity. While its flesh in the wild state is not comparable to prime beef, it is thought it would improve under domestication.

Meat-Canning Factory for Denmark

Owing to various difficulties surrounding the exportation of Danish live stock and meats, a plan is on foot to establish a large co-operative meat-canning factory at Copenhagen. The factory, which would specialize in cooked hams, sausages, canned liver paste, pig hearts, etc., would serve all co-operative slaughter-houses and, by taking over excessive deliveries from pig-producers, stabilize bacon prices.

Sheep Furnish Parchment for "Odyssey"

Ten thousand sheep of Normandy, France, have been killed to furnish skins to be made into parchment on which to print 100 sets of Homer's "Odyssey"—said to be the most expensive books ever published. These sheep will supply material for the first two of the four volumes. Ten thousand more are to be butchered for Volumes III and IV. The sheep must belong to one breed and be slaughtered at the same age.

Exports of Meats from New Zealand

Exports of meats from New Zealand for the past season (October 1, 1931, to August 31, 1932), with comparative figures for the 1930-31 period, were as follows:

	1931-32	1930-31
Beef (quarters)	182,748	112,969
Mutton (carcasses)	2,710,130	2,275,097
Lamb (carcasses)	8,527,514	7,521,000
Pork (carcasses)	137,130	121,466
Boneless beef (bags)	223,007	104,755

Wild Cattle in England

The existence of the herd of wild white cattle, believed to have been on the estate of Chillingham Castle, Northumberland, since the thirteenth century, appears to be threatened through the fact that Lord Tankerville, the owner, has been forced by high taxation to close the castle. However, the British Zoological Society has offered to contribute \$500 a year for seven years toward the maintenance of the herd, if the additional \$2,000 required is raised by public subscription.

Irish Pay Export Bounty on Pork

Since September 19, 1932, the government of the Irish Free State has been paying export bounties on cured and fresh pork and offals. At current rates of exchange, the bounties are equivalent to \$1.65 per cwt. on bacon and hams, \$1.16 on pork carcasses, and 78 cents on offals. The object of the measure is to raise the price of pigs received by farmers 85 to 93 cents per cwt., and to help them meet the duty of 20 per cent placed on Irish pork products entering Great Britain.

THE BULLETIN BOARD

INTERNATIONAL LIVE STOCK EXPOSITION

Premium lists, with entry blanks, for the 1932 International Live Stock Exposition, to be held in Chicago from November 26 to December 3, are now ready for distribution and may be had, free, on application to B. H. Heide, general manager, Union Stock Yards, Chicago. Entries for the carload-lot competition of prime commercial cattle, sheep, and swine will be accepted up to November 19. Prize money in most departments will be the same as in previous years—in a few instances more.

Mr. Heide predicts that this year's show, in number of exhibits, will be the largest ever held. All railroads entering Chicago have granted reduced fares for the occasion. (See advertisement on back cover.)

MOVEMENT OF FEEDERS INTO CORN BELT

Cattle

Shipments of stocker and feeder cattle into the Corn Belt states during September were about 4 per cent heavier than the abnormally small shipments of September a year ago, but 7 per cent under the five-year average. For the three months, July to September, however, the movement was about 8 per cent larger than last year and 5 per cent over the five-year average. In the five states east of the Mississippi River the three-month increase has been 26 per cent over 1931, while in the six states west of the river the movement has been about the same as a year ago.

Lambs

Feeder lambs, inspected through markets, moving into the Corn Belt in September were only about 55 per cent of last year's number and 60 per cent of the five-year average. Shipments for the three-month period, July to September, were 53 per cent of last year's, and were the smallest for at least fourteen years.

GAIN IN FARM POPULATION

The increase in farm population in 1931 was the largest and most signifi-

cant in the ten years in which the Department of Agriculture has been estimating these changes. For seven years of this period annual decreases were reported, and only during 1930 and 1931 were appreciable gains indicated. On January 1, 1932, the farm population was 31,260,000 persons, as compared with 30,612,000 on January 1, 1931—a gain of 648,000.

FARMS IN UNITED STATES

Farms in the United States on April 1, 1930, numbered 6,288,648, according to a statement issued by the Census Bureau. Of these, 1,044,266 were classed as "general;" 454,726, as "cash grain;" 1,640,025, as "cotton;" 431,379, as "crop specialty;" 141,418 as "fruit;" 84,561, as "truck;" 604,837, as "dairy;" 479,042, as "animal specialty;" 71,000, as "stock

ranch;" 166,517, as "poultry;" 498,019, as "self-sufficing;" 384,092, as "abnormal;" and 288,766, as "unclassified."

ILLITERACY PERCENTAGE DECREASING

A United States population 4.3 per cent illiterate—4,283,753 persons over ten years of age unable to read or write—is announced by the Census Bureau. This represents a drop of 648,152 since 1920, when illiterates totaled 6 per cent.

Back in 1870, males were 18.3 per cent illiterate; females, 21.9. Men continued to have the edge down to 1910, when they were only 7.6 per cent illiterate, as against women's 7.8 per cent. By 1920, however, the women had shaved one-tenth of 1 per cent from the 6 per cent record of the men. The 1930 figures were: women, 4.275 per cent illiterate; men, 4.401 per cent.

Iowa leads, with but 0.8 per cent of its population unable to read or write. Washington and Oregon, tying with 1 per cent, were second.

The white urban population was 2.5 per cent illiterate; the rural farm population, 3.4 per cent.



**A few cents
go a long way
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When you want to reach someone quickly at an out-of-town point—telephone. You get your answer now if there are questions to be asked and answered. "Long Distance" will be glad to tell you the rate. Telephoning is direct and personal.

**THE MOUNTAIN STATES
TELEPHONE & TELEGRAPH CO.**

ROUND THE RANGE

GOVERNMENT RANGE REPORT FOR OCTOBER

Following is a summary of the report on range and live-stock conditions in seventeen western states issued by the Regional Live Stock Office at Denver at the beginning of October:

Arizona.—Ranges have declined slightly, due to lack of rain; feed generally sufficient, except in few dry spots in north; live stock in good flesh.

California.—Little change in situation; pasturage and stock water generally adequate; supplies of feedstuffs abundant; stock mostly in excellent condition; more cattle in feed-lots than usual.

Colorado.—Ranges very good in west, but poor in east, where hay and grain feeds are short, and some stock has been forced to move; lamb-feeding in north and Arkansas Valley below last year.

Idaho.—Lower ranges dry; large supply of feed; live stock in good condition.

Kansas (western).—Feed generally scarce, especially in southwest; corn crop short; fewer cattle and sheep will be shipped in for grazing than normal.

Montana.—Winter ranges good, with ample supplies of hay and grain; live stock in good flesh; shipments later than last season.

Nebraska (western).—Ranges and pastures generally good; supplies of feed ample, except in parts of southwest.

Nevada.—Ranges generally good; winter prospects favorable, with ample supplies of feed; water short in places; live stock in very good condition.

New Mexico.—Rains have improved ranges, though coming too late in some sections; feed somewhat short in northeast, but generally sufficient for average winter; live stock in good flesh.

North Dakota.—Ranges and pastures fair to good after dry fall; plenty of

hay; some water shortage; live stock in good flesh.

Oklahoma.—Ranges and pastures only fair, due to lack of rain; feed short in east and northwest, elsewhere ample.

Oregon.—Ranges have good crop of grass, which has got very dry; stock water short in places; winter ranges need rain.

South Dakota (western).—Range feed very good; large crop of hay and other feeds; live stock in good condition.

Texas.—Feed prospects best in years, except in few spots in Panhandle; ranges in west greatly improved by rains; stock in very good condition, with large supplies of feed; some trading in cattle and feeder lambs.

Utah.—Ranges generally good; water needed in few places; hay and feed grains ample; cattle and sheep in very good condition.

Washington.—Ranges carry dry feed, and rain is needed; large supplies of hay and other feeds; live stock generally in good flesh.

Wyoming.—Continued dry weather has cut supply of feed on lower ranges; range feed fair to good, except in southeast, where some stock has been forced to move; hay and feed supplies generally ample, except in dry areas.

RANGE AND LIVE-STOCK CONDITIONS

California

This section had a bountiful supply of feed, due to heavy rains last winter. All mature steers have been sold for beef. Stock cattle will go into the winter in excellent shape, with plenty of feed on the ranges. Here the cattle run out on the range all winter and do not require feeding. Due to low cost of barley (50 cents per cwt.), some cattlemen fed rolled barley, as it appears that beef with a barley finish will sell more readily than when fattened on grass only. The country hereabout is not stocked up to its normal carrying capacity.—WILLIAM D. BRINAN, San Ardo.

Montana

There is plenty of grass and hay to carry the cattle of this community through the winter. Live stock is in fine shape.—P. W. POWERS, Quietus.

New Mexico

Condition of range is good over most of this section. We have had good rains lately. Prices of cattle and lambs are no better than last year.—W. C. BATES, Carlsbad.

South Dakota

We have had a heavy snow that is now nearly all gone. Stock is doing well, but there are lots of thieves.—ALEXANDER MILNE, Glad Valley.

Wyoming

Conditions here are below normal. Water is scarce in places, and grass is spotted and very dry and brittle. Some cattle are in good condition; others are thin in flesh for this time of year, due to short feed and little water. Prices are low, with not much local trade. Horses are ready sale at fair prices.—H. H. WILLIAMS, Gillette.

THE SHEPHERD'S DOG

"Whatever may be claimed for other dogs in the matter of sagacity," says the *London Live Stock Journal*, "it is doubtful whether the shepherd's dog can be beaten for all-round cleverness. This remark applies equally to the collie and to the dog of the true sheep-dog type. It is, of course, largely a matter of training, but inbred instinct, born of long years of practice, plays the greater part."

"Indifferent performers among sporting dogs are often met with—a bad sheep dog is much more rare. The reason for this is that the shepherd knows his job and cannot afford to keep a bad dog, while the sportsman only too often does not understand his dog or what it ought to do, and has not sufficient control or gumption to train it properly. Anyone who has watched sheep-dog trials must realize at once what a perfect understanding there is between the shepherd and his dog. The way in which a clever shepherd can control and direct his dog—even when the two are out of sight of each other—is nothing short of marvelous. A simple wave of the hand or a whistle is usually enough to tell the dog what he is expected to do, and his anxiety to do the right thing is always plainly apparent. Intelligence in the dog, as has been said, is hereditary, but it is not always the dog of the highest pedigree that is the best for work. Very often the mongrel is quite as clever, and as easy to train."

Had Flown Before.—The visitor had been talking of aviation when little Jane interrupted:

"I was up in the air once myself, but I forget now how it feels."

"Why, Jane," spoke up her mother, "you were never in the air in your life."

"Mother," corrected Jane, "have you forgotten that the stork brought me here?"—Exchange.

Possible Error.—Tired Worker—"Boss, is yo' got a colored man on yo' book named Simpson?"

Boss—"Yes. What about it?"

Tired Worker—"Nothin'. Only Ah's de man, and Ah just thought yo' might had it down Sampson."—Passing Show (London).

YOUNG Dewberry Plants

The world's most delicious berry. \$2.50 per dozen plants, postpaid. Produce large crop of berries of enormous size. Best for canning, pies, jellies, jams. Crop increases yearly. Get started now.

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